



**Notice of Proposed Rule Making Form**

**Notice of Proposed Rule Making (NPRM)**

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<b>Related Reg.</b> <i>CAR-Safety Management</i>	
<b>Status:</b> <i>New and Amendments</i>	

**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:

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

**CAR-Safety Management**

**CHAPTER 1**

**1 GENERAL**

**1.1 APPLICABILITY**

1.1.1 Civil Aviation Regulations – Safety Management shall be applicable in the Philippines to safety management functions related to, or in direct support of, the safe operation of aircraft.

*Note 1.— Safety management provisions are contained in Chapter 32 and relate to a Philippine State Safety Programme.*



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*Note 2.— Within the context of this CAR-SM, the term “service provider” refers to those organizations listed in Chapter 3, ~~3.3.2.1~~ and does ~~not~~ include international general aviation operators.*

*Note 3.— Safety management provisions for specified aviation service providers and operators are in Chapter ~~4~~3 and relate to safety management systems (SMSs).*

*Note 4.— No provision of this CAR-SM is intended to transfer to the Authority the responsibilities of the aviation service provider or operator. This includes functions related to, or in direct support of, the safe operation of aircraft.*

*Note 5.— In the context of this CAR-SM, “responsibility” (singular) refers to “State responsibility” with respect to international obligations under the Convention on International Civil Aviation, while “responsibilities” (plural) should be given its ordinary meaning (i.e., when referring to functions and activities that may be delegated).*

## **1.2 RULES OF CONSTRUCTION**

### **1.2.1 RULES OF CONSTRUCTION OF CAR-SAFETY MANAGEMENT**

1.2.1.1 Throughout this regulation, the following word usage applies

- a) Shall indicates a mandatory requirement.
- b) May indicates that discretion can be used when performing an act described in a regulation.
- c) Will indicates an action incumbent upon the Authority.
- d) Includes means "includes but is not limited to"
- e) Prescribed means the Authority has issued written policy methodology which imposes either a mandatory requirement if the written policy or methodology states 'shall', or a discretionary requirement if the written policy or methodology states "may".
- f) Approved means the Authority has reviewed the method, procedure or policy in question and issued a formal written approval.
- g) Should indicates a recommended practice.

### **1.2.2 ORGANIZATION OF REGULATIONS**

1.2.2.1 This regulation comprises the following:

- a) Definitions of terms used in this regulation which are not self-explanatory, in that they do not have accepted dictionary means;



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- b) Introduction comprising explanatory material at the beginning of this regulation to assist in the understanding of the application of the text;
- c) Notes included in the texts, where appropriate, to factual information or references bearing on this regulation in questions, or included as guide to their application

**1.2.3 REGULATIONS AMENDMENT PROCEDURE**

1.2.3.1 The following procedure is prescribed to incorporate an amendment to this regulation.

1.2.3.2 ~~There shall be a Safety Management Regulations Review Committee (the RR-Committee), consisting of the representatives from the State Safety Program Office (SSPO), the Flight Standards Inspectorate Service (FSIS), the Aerodrome and Air Navigation Safety Oversight Office (AANSOO), the Enforcement and Legal Service (ELS), the International Civil Aviation Coordinating Staff (ICACS) and the concerned Services/Directorates of the Authority. The concerned Service/Directorate shall file a requirement for an amendment to this regulation to the SM RR-Committee. An operator or a member of public may send their request for an amendment to this regulation to the Director General for the attention of the SM RR-Committee. The Amendment Cycle shall be twice every year, in January and July, commencing on CY 2019. When there is a requirement to issue an immediate amendment to the regulation, it can be done by promulgating a "Temporary Amendment" in colored pages by a Memorandum Circular. Such a Temporary Amendment shall be merged in the next regular Amendment Cycle, and the Temporary Amendment /Memorandum Circular shall stand automatically cancelled thereafter. An example of processing an amendment is stated in the succeeding paragraphs. This regulation will be amended by CAAP as a result of changes to ICAO Annex 19. In addition, amendments may be made as a result of improvements identified by the state safety program activities.~~

1.2.3.3 ~~For example, as and when the International Civil Aviation Organization (ICAO) issues a safety management amendment to Annexes 1, 6, 8, 11, 13, 14 and 19, the SSPO shall review the contents of each amendment, assess its applicability to Republic of the Philippines, and accordingly advise the RR-Committee. The other Services/Directorates shall do the same in respect of their related Annexes. The RR-Committee shall deliberate and decide whether to "accept" the Annex amendment or to file a difference with the ICAO, and advise the Director General accordingly. When~~



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the Annex-amendment is to be "accepted", the ICACS shall arrange to notify the ICAO accordingly, and file difference(s), if any, separately with ICAO, in accordance with the prescribed procedure. The secretariat of the RR-Committee shall maintain necessary documentation related CAR-SM amendment, including the records (such as, record of discussions in respect of industry and other consultations).

~~1.2.3.4 The SSPO shall work out a suitable amendment text for the CAR-SM, based on the "accepted" part of the Annex-amendment and put up to the Director General, through the RR-Committee. As prescribed by the Civil Aviation Authority Act of 2008 (Republic Act No. 9497) Sections 24(j) and 25, on recommendation of the Director General, the Board will approve the CAR-SM amendment for promulgation. The CAAP will then publish the CAR-SM amendment in accordance with the prescribed procedure.~~

1.2.3.5.3 The RR-Committee CAAP shall ensure that whenever an amendment to this regulation is issued, the copy of CAR-SM on the website is updated accordingly.

1.2.3.6.4 The SSPO CAAP shall ensure that the CAR-SM amendments are distributed among the recipients/copy-holders of CAR-SM in a timely manner.

1.2.3.7.5 The Technical Library shall maintain a current copy version of this regulation (CAR-SM), fully updated, at all times shall be maintained on the CAAP website and kept fully updated at all times.

1.2.3.8 A typical CAR-SM amendment shall contain the following:

- ~~(1) Letter of Transmittal: A letter to all recipients/CAR-SM copy holders, describing the purpose and location of the amendment in relation to the existing Regulation(s).~~
- ~~(2) Instructions: The instructions to "insert" and/or "delete" the affected pages of each Part stating page number(s) and their effective date(s).~~
- ~~(3) Replacement pages of CAR-SM: The replacement pages of CAR-SM giving effect to the Annex amendment. As this regulation is printed on both sides of paper, whenever a text undergoes a change, the reverse side will also need a reprint, except that the effective date of the reverse side page may remain unchanged.~~
- ~~(4) Updated Table of Contents: The effective dates of changed pages shall be incorporated in the Contents of each Part as well as in the main Table of Contents.~~
- ~~(5) Recording of Amendments: Instructions for recording the insertion of the CAR-SM amendment in the "Record of Amendment" in the Table of Contents Part.~~



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~~(6) Updating a Controlled Document: The prescribed procedure for updating a “Controlled Document” shall be adhered to while transmitting and incorporating each CAR-SM amendment.~~

**1.2.4 ABBREVIATIONS**

The following abbreviations are used in CAR- Safety Management:

AANSOO	Aerodrome and Air Navigation Safety Oversight Office
ADREP	Accident/Incident Data Reporting
ATS	Air Traffic Services
CNS	Communications, Navigation and Surveillance
CVR	Cockpit Voice Recorder
FSIS	light Standards Inspectorate Service
<del>ICACS</del>	<del>International Civil Aviation Coordinating Staff</del>
<del>RRC</del>	<del>Regulations Review Committee</del>
SARPs	Standards and Recommended Practices
SDCPS	Safety Data Collection and Processing Systems
SMM	Safety Management Manual
SMP	Safety Management Panel
SMS	Safety Management System
SQMO	Safety and Quality Management Office
SSO	State Safety Oversight
SSP	State Safety Program
<del>SSPO</del>	<del>State Safety Program Office</del>



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**CHAPTER 2**

**21.3. DEFINITIONS**

For the purposes of CAR–Safety Management, the definitions provided in this CAR are derived from ICAO Annex 19. The following definitions shall apply.

**Accident.** An occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:

- (i) a person is fatally or seriously injured as a result of:
  - (a) being in the aircraft, or
  - (b) direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
  - (c) direct exposure to jet blast,except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or
- (ii) the aircraft sustains damage or structural failure which:
  - (a) adversely affects the structural strength, performance or flight characteristics of the aircraft, and
  - (b) would normally require major repair or replacement of the affected component,except for engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or
- (iii) the aircraft is missing or is completely inaccessible.

*Note 1.— For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified, by ICAO, as a fatal injury.*



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*Note 2.— An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.*

*Note 3.— The type of unmanned aircraft system to be considered for investigation is only those with a design and/or operational approval.*

*Note 4.— Guidance for the determination of aircraft damage can be found in Attachment F of Annex 13.*

**Airplane.** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

**Aircraft.** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

**Hazard.** A condition or an object with the potential to cause or contribute to an aircraft incident or accident.

**Helicopter.** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

*Note.— Some States use the term "rotorcraft" as an alternative to "helicopter".*

**Human performance.** Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

**Incident.** An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

*Note.— The types of incidents which are of interest for safety-related studies include the serious incidents listed in Annex 13, Attachment C.*

~~**Industry codes of practice.** Guidance material developed by an industry body, for a particular sector of the aviation industry to comply with the requirements of the International Civil Aviation Organization's Standards and Recommended Practices, other aviation safety requirements and the best practices deemed appropriate.~~

~~*Note.— Some States accept and reference industry codes of practice in the development of regulations to meet the requirements of Annex 19, and make available, for the industry codes of practice, their sources and how they may be obtained.*~~

**Operational personnel.** Personnel involved in aviation activities who are in a position to report safety information.



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Note.— Such personnel include, but are not limited to: flight crews; air traffic controllers; aeronautical station operators; maintenance technicians; personnel of aircraft design and manufacturing organizations; cabin crews; flight dispatchers, apron personnel and ground handling personnel.

**Organization responsible for the type design.** The organization that holds the type certificate, or equivalent document, for an aircraft, remote pilot station, engine or propeller type, issued by a Contracting State.

**Safety.** The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.

**Safety data.** A defined set of facts or set of safety values collected from various aviation related sources, for reference, processing or analysis, which is could be used to maintain or improve safety.

*Note.— Such safety data is collected from proactive or reactive safety-related activities, including but not limited to:*

- a) accident or incident investigations;*
- b) safety reporting;*
- c) continuing airworthiness reporting;*
- d) operational performance monitoring;*
- e) inspections, audits, surveys; or*
- f) safety studies and reviews.*

**Safety information.** Safety data processed, organized or analysed in a given context so as to make it useful for to support safety management purposes and the development of safety intelligence.

**Safety management system (SMS).** A systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures.

**Safety objective.** A statement of a desired safety outcome.

**Safety oversight.** A function performed by a State to ensure that individuals and organizations performing an aviation activity comply with safety-related national laws and regulations.



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**Safety performance.** A State or a service provider's measurable effect on safety achievement as defined by its safety performance targets and safety performance indicators.

**Safety performance indicator.** A data-based parameter used for monitoring and assessing metric used to measure and monitor a State or a service provider's safety performance, including the progress towards achieving a safety objective.

**Safety performance target.** The State or service provider's planned or intended target for a safety performance indicator over a given period that aligns with the safety objectives.

**Safety risk.** The predicted probability and severity of the consequences or outcomes of a hazard.

**Serious injury.** An injury which is sustained by a person in an accident and which:

- (i) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
- (ii) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (iii) involves lacerations which cause severe hemorrhage, nerve, muscle or tendon damage; or
- (iv) involves injury to any internal organ; or
- (v) involves second- or third-degree burns, or any burns affecting more than 5 per cent of the body surface; or
- (vi) involves verified exposure to infectious substances or injurious radiation.

**State of Design.** The State having jurisdiction over the organization responsible for the type design.

**State of Manufacture.** The State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller. *(Applicable until 25 November 2026)*

**State of Manufacture.** The State having jurisdiction over the organization responsible for the final assembly of the aircraft, remote pilot station, engine or propeller. *(Applicable as of 26 November 2026.)*

**State of Registry.** The State on whose register the aircraft is entered.

*Note.— In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this*



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*regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in the Policy and Guidance Material on the Economic Regulation of International Air Transport (Doc 9587).*

**State of the Operator.** The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

**State safety programme (SSP).** An integrated set of law, regulations, policies, objectives, processes, procedures and activities aimed at improving managing safety, at the state level.

**Surveillance.** The State activities through which the State proactively verifies through inspections and audits that aviation license, certificate, authorization or approval holders continue to meet the established requirements and function at the level of competency and safety required by the State.



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**CHAPTER 32**

**3.2.1 STATE SAFETY MANAGEMENT RESPONSIBILITIES**

2.1.1 State Safety Management responsibilities for the Republic of the Philippines are detailed in the Philippines State Safety Program and the SSP Support Manual.

*Note 1.— The State safety oversight (SSO) system critical elements (CEs) found in I.S. 3 constitute the foundation of an SSP.*

*Note 2.1.— Safety management provisions pertaining to specific types of aviation activities are addressed in the relevant parts of PCARs, CAR-ANS, and CAR Aerodromes.*

*Note 3.2.— Basic safety management principles applicable to the medical assessment process of license holders are contained in PCAR Part 2. Guidance is available in the Manual of Civil Aviation Medicine (ICAO Doc 8984).*

**3.1 — State Safety Programme (SSP)**

~~3.1.1 The Authority will establish and maintain an SSP that is commensurate with the size and complexity of the Philippines' civil aviation system.~~

~~*Note.— Guidance on an SSP and the delegation of safety management-related functions and activities are contained in the Safety Management Manual (SMM) (Doc 6859).*~~

**3.2 — State Safety Policy, Objectives and Resources**

~~3.2.1 — Primary Aviation Legislation~~

~~3.2.1.1 The Philippines shall establish primary aviation legislation in accordance with section 1 of I.S. 3.~~

~~3.2.1.2 The Authority shall establish an enforcement policy that specifies the conditions and circumstances under which service providers with an SMS are allowed to deal with, and resolve, events involving certain safety issues, internally, within the context of their SMS and to the satisfaction of Civil Aviation Authority of the Philippines.~~

~~3.2.2 — Specific Operating Regulations~~

~~3.2.2.1 The Authority shall establish specific operating regulations in accordance with section 2 of I.S. 3.~~



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~~3.2.2.2 The Authority shall periodically review specific operating regulations, guidance material and implementation policies to ensure they remain relevant and appropriate.~~

~~3.2.3 State System and Functions~~

~~3.2.3.1 The Authority shall establish State system and functions in accordance with section 3 of I.S. 3.~~

~~3.2.3.2 The Authority shall identify, define and document the requirements, obligations, functions and activities regarding the establishment and maintenance of the SSP, including the directives to plan, organize, develop, maintain, control and continuously improve the SSP in a manner that meets its safety objectives.~~

~~3.2.3.3 The Authority shall establish a safety policy and safety objectives that reflect its commitment regarding safety and facilitate the promotion of a positive safety culture in the aviation community.~~

~~3.2.3.4 The safety policy and safety objectives shall be published and periodically reviewed to ensure that they remain relevant and appropriate to the Philippines.~~

~~3.2.4 Qualified Technical Personnel~~

~~The Authority shall establish requirements for the qualification of technical personnel in accordance with section 4 of I.S. 3.~~

~~*Note.— The term "technical personnel" refers to those persons performing safety-related functions for or on behalf of the State.*~~

~~3.2.5 Technical Guidance, Tools and Provision of Safety Critical Information~~

~~The Authority shall establish technical guidance and tools and provide safety-critical information in accordance with section 5 of I.S. 3.~~

~~3.3 State Safety Risk Management~~

~~3.3.1 Licensing, certification, authorization and approval obligations~~

~~The Authority shall meet the licensing, certification, authorization and approval obligations in accordance with section 6 of I.S. 3.~~

~~3.3.2 Safety Management System Obligations~~



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~~3.3.2.1 The Authority shall require that the following service providers under its authority implement an SMS:~~

- ~~a) approved training organizations that are exposed to safety risks related to aircraft operations during the provision of their services, in accordance with PCAR Part 3;~~
- ~~b) operators of airplanes or helicopters authorized to conduct international commercial air transport, in accordance with PCAR Part 9;~~
- ~~c) approved maintenance organizations providing services to operators of airplanes or helicopters engaged in international commercial transport, in accordance with PCAR Part 6;~~
- ~~d) air traffic services (ATS) providers in accordance with CAR-ANS Part 11 and the provision of CNS in accordance with CAR-ANS Part 10; and~~
- ~~e) operators of certified aerodromes in accordance with CAR for Aerodromes. Note.- Further provisions related to the implementation of SMS by service providers can be found in Chapter 4.~~

~~3.3.2.2 The Authority shall ensure that safety performance indicators and targets established by service providers and operators are acceptable.~~

~~*Note.— Guidance on the identification of appropriate safety performance indicators and targets is contained in the Safety Management Manual (SMM) (Doc 9559).*~~

~~3.3.2.3 The State of Registry shall establish criteria for international general aviation operators of large or turbojet airplanes in accordance with the CAR-SM to implement an SMS.~~

~~*Note.— Further provisions related to the implementation of SMS by international general aviation operators can be found in Chapter 4.*~~

~~3.3.2.4 The criteria established by the State of Registry in accordance with 3.3.2.3 shall address the SMS framework and elements contained in I.S. 3.~~

~~*Note.— Guidance on establishing the criteria to implement an SMS for international general aviation operators is contained in the Safety Management Manual (SMM) (Doc 985e).*~~

~~3.3.3 Accident and Incident Investigation~~

~~The Authority shall establish a process to investigate accidents and incidents in accordance with PCAR Part 13 – Accident and incident Reporting and investigation, in support of the management of safety in the Philippines.~~



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~~3.3.4 Hazard Identification and Safety Risk Assessment~~

~~3.3.4.1 The Authority shall establish and maintain a process to identify hazards from collected safety data.~~

~~Note 1.— Further information regarding safety data collection, analysis and the sharing and exchange of safety information can be found in Chapter 5.~~

~~Note 2.— Additional information to identify hazards and safety issues on which to base preventive actions may be contained in the Final Reports of accidents and incidents.~~

~~3.3.4.2 The Authority shall develop and maintain a process that ensures the assessment of safety risks associated with identified hazards.~~

~~3.3.5 Management of Safety Risks~~

~~3.3.5.1 The Authority shall establish mechanisms for the resolution of safety issues in accordance with section I in I.S. 3.~~

~~3.3.5.2 The Authority shall develop and maintain a process to manage safety risks.~~

~~3.4 State Safety Assurance~~

~~3.4.1 Surveillance Obligations~~

~~3.4.1.1 The Authority shall meet the surveillance obligations in accordance with section 7 of I.S. 3.~~

~~*Note.— The surveillance of the service provider takes into consideration the safety performance as well as the size and complexity of its aviation products or services.*~~

~~3.4.1.2 The Authority shall establish procedures to prioritize inspections, audits and surveys towards those areas of greater safety concern or need.~~

~~*Note.— Organizational risk profiles, outcomes of hazard identification and risk assessment, and surveillance outcomes may provide information for the prioritization of inspections, audits and surveys.*~~

~~3.4.1.3 The Authority shall periodically review the safety performance of an individual service provider.~~

~~3.4.2 State Safety Performance~~



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~~3.4.2.1 The Authority shall establish the acceptable level of safety performance to be achieved through its SSP.~~

~~Note 1.— An acceptable level of safety performance can be achieved through the implementation and maintenance of the SSP as well as safety performance indicators and targets showing that safety is effectively managed and built on the foundation of implementation of existing safety-related SARPs.~~

~~Note 2.— Guidance on establishing safety performance indicators and targets, as well as an acceptable level of safety performance, is contained in the Safety Management Manual (SMM) (Doc 9859).~~

~~3.4.2.2 The Authority shall develop and maintain a process to evaluate the effectiveness of actions taken to manage safety risks and resolve safety issues.~~

~~Note.— Safety assessment results may be used to support the prioritization of actions to manage safety risks.~~

~~3.4.2.3 The SSP Steering Committee will evaluate the effectiveness of the SSP to maintain or continuously improve its overall level of safety performance.~~

~~3.5— State Safety Promotion~~

~~3.5.1— Internal communication and dissemination of safety information~~

~~The Authority shall promote safety awareness and the sharing and exchange of safety information to support, within the State aviation organizations, the development of a positive safety culture that fosters an effective SSP.~~

~~3.5.2 External communication and dissemination of safety information The Authority shall promote safety awareness and the sharing and exchange of safety information with the aviation community to foster the maintenance and improvement of safety and to support the development of a positive safety culture.~~

~~Note 1.— Refer to Chapter 5, 5.4 for further details regarding safety information sharing and exchange.~~

~~Note 2.— Promoting safety awareness could include identifying accessible safety training for the aviation community.~~

2.1.3 Service Providers shall report mandatory and voluntary occurrence reports to CAAP Aviation Safety Analysis Division using the ASAD safety reports portal.



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<https://safety-reports.caap.gov.ph>

Safety reporting is a critical component of the national aviation safety framework. It enables the systematic identification, documentation, and resolution of hazards and occurrences that may compromise aviation safety.

Safety reports are categorized as either mandatory or voluntary, both of which contribute to the continuous improvement of the civil aviation system and the effective implementation of the PASP.

### MANDATORY REPORTING

Mandatory safety reporting involves the submission of reports for occurrences that have a direct or significant impact on aviation safety. Reports must be submitted exclusively through the CAAP Safety Reports Portal and within 72 hours. The Philippine Mandatory Safety Reporting Procedure (PMSRP).

Mandatory reporting applies to the following:

- a. Aviation accidents involving fatalities, injuries, or significant aircraft damage.
- b. Serious incidents where the risk of an accident was high.
- c. Incidents that could affect the safe operation of aircraft.
- d. Other safety-related occurrences, including defects, malfunctions, and service difficulties, which may compromise aviation safety.

A list of reportable occurrences (other than accidents) is detailed in the Philippine Mandatory Safety Reporting Procedure (PMSRP) Annex 1

### VOLUNTARY REPORTING

Voluntary safety reporting provides an essential mechanism for capturing potential or emerging risks that may not meet the criteria for mandatory reporting. It fosters a proactive and collaborative approach to safety management and encourages stakeholders to share safety-relevant information without fear of reprisal.

Entities and individuals are encouraged to report

- a. Observations of latent conditions, such as outdated equipment or unclear signage.
- b. Insights into human factors, including communication breakdowns or procedural errors.
- c. Operational anomalies, such as unexpected trends in maintenance issues.



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- d. Unsafe conditions that could jeopardize the safety of aviation operations.
- e. Suggestions for safety enhancements or improvements to existing practices.
- f. Self-disclosure of non-compliance.
- g. Potential hazards and near miss events.



## CHAPTER-43

### 4.3 SAFETY MANAGEMENT SYSTEM (SMS)

*Note 1.— Guidance on implementation of an SMS is contained in the Safety Management Manual (SMM) (Doc 9859). Compliance with safety regulations to obtain a license, certificate, authorization or approval provides the foundation for the implementation of an SMS. Guidance on implementation of an SMS is contained in Advisory Circular No. AC SQMO-SMS-001-2026 and the ICAO Safety Management Manual (SMM) (Doc 9859). For small organizations, the safety management international collaboration group guidance for small organizations may be used.*

*Note 2.— A small organization is defined as an organization with less than 20 operational management and technical personnel. This includes contracted personnel but does not include personnel working in external subcontracted organizations.*

*Note 3.— An organization may elect to extend one SMS across multiple service provider activities.*

*Note 4.— Service providers may choose to integrate their SMS with other management systems. Important considerations related to this approach for States and service providers are contained in the Safety Management Manual (Doc 9859).*

#### 4.3.1 GENERAL

4.3.1.1 The service provider shall implement and maintain an SMS in accordance with CAR-SM that is acceptable to CAAP. The SMS of a service provider shall:

- a) be established and managed in accordance with the framework elements contained in I.S. 4.1.1-IS: 3.1.1; and
- b) cover a defined scope of products and services and be commensurate with the size of the service provider and the complexity of its aviation products or services.
- c) be supported by a system description, including the identification of relevant organizational interfaces.

*Note 1.— The way in which an SMS is established and managed differs from one service provider to another and depends on many variables, including, but not limited to, size and complexity. Guidance on tailoring an SMS is contained in the Safety Management Manual (Doc 9859).*



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*Note 2.— Guidance on the development of a system description and the management of interfaces is contained in the Safety Management Manual (Doc 9859).*

4.3.1.2 The Authority-service provider shall ensure-develop a plan to facilitate SMS implementation.

3.1.3 In the establishment and management of an SMS, specific consideration shall be given to human performance implications.

**3.2 SMS APPLICABILITY AND ACCEPTABILITY**

4.1.33.2.1 The SMS of aAn approved training organization, in accordance with PCAR Part 3, that is exposed to safety risks related to aircraft operations during the provision of its services shall implement and maintain an SMS that is be made acceptable to CAAP.

4.1.43.2.2 The SMS of a Certified operator of airplanes or helicopters authorized to conduct international-commercial air transport, in accordance with PCAR Parts 8 and 9, shall implement and maintain an SMS that is be made acceptable to CAAP, as applicable.

4.1.53.2.3 The SMS of aAn approved maintenance organization providing services to operators of airplanes or helicopters engaged in international commercial air transport, in accordance with PCAR Part 9, shall implement and maintain an SMS that is acceptable to CAAP.

4.1.63.2.4 The SMS of aAn ATS provider, in accordance with CAR-ANS Part 11 and CNS provider, in accordance with CAR-ANS Part 11 and 10 respectively, shall be made implement and maintain an SMS that is acceptable to the Authority-CAAP.

4.1.73.2.5 The SMS of aAn operator of a certified or a Registration Type 1 aerodrome, or certified heliport, in accordance with CAR-Aerodromes shall be made implement and maintain an SMS that is acceptable to the Authority-CAAP.

*Note.— The requirements for certified heliports shall be applicable from 26 November 2026.*

3.2.6 Operator of international remotely piloted aircraft systems shall implement and maintain an SMS that is acceptable to CAAP.

*Note.— The requirements for international remotely piloted aircraft systems shall be effective from 26 November 2026*



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3.2.7 An approved maintenance organization in support of international remotely piloted aircraft systems shall implement and maintain an SMS that is acceptable to CAAP.

*Note.— The requirements for approved maintenance organizations in support of international remotely piloted aircraft systems shall be effective from 26 November 2026*

**4.23.3 INTERNATIONAL GENERAL AVIATION – AIRPLANES**

*Note.— Guidance on the implementation of an SMS for international general aviation is contained in the Safety Management Manual (SMM) (Doc 9859) and industry codes of practice*

4.23.3.1 An Owner or Operator of The SMS an international general aviation aircraft operator registered in the Philippines, conducting operations of large or turbojet airplanes shall be implement and maintain an SMS commensurate with the size and complexity of the operation and meet the criteria established by the State of Registry acceptable to CAAP.

*Note 1.— Further provisions related to the criteria to be established by the State of Registry can be found in Chapter 3. For an international general aviation operator, the safety management international collaboration group guidance for small organizations may be used.*

*Note 2.— Guidance concerning the responsibilities of the State of Registry in connection with lease, charter and interchange operations is contained in PCAR 9 and the Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (Doc 8335). Guidance concerning the transfer of State of Registry responsibilities to the State where the aircraft operator has its principal place of business or, if it has no such place of business, its permanent address in accordance with Article 83 bis is contained in the Manual on the Implementation of Article 83 bis of the Convention on International Civil Aviation (Doc 10059).*



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CHAPTER 5

~~5. SAFETY DATA AND SAFETY INFORMATION COLLECTION, ANALYSIS, PROTECTION, SHARING AND EXCHANGE~~

~~5.1 Safety Data Collection and Processing Systems~~

~~5.1.12.1.2~~ — The Authority shall ~~CAAP has~~ established a Safety Data Collection and Processing System (SDCPS) to capture, store, aggregate, and enable the analysis of safety data and safety information. ~~The system is managed by the Aviation Safety Analysis Division under the Regulatory Standards Department.~~

~~Note 1. — SDCPS refers to processing and reporting system, safety databases, schemes for exchange of information, and recorded information including but not limited to:~~

- ~~a) data and information pertaining to accident and incident investigations;~~
- ~~b) data and information related to safety investigations by the Authority or aviation service providers;~~
- ~~c) mandatory safety reporting systems as indicated in 5.1.2;~~
- ~~d) voluntary safety reporting systems as indicated in 5.1.3; and~~
- ~~e) self-disclosure reporting system including automatic data capture system as described in PCAR Parts 8 and 9~~

~~Note 2. — Guidance related to SDCPS is contained in the Safety Management Manual (SMM) (Doc e859).~~

~~Note 3. — The term "safety database" may refer to a single or multiple database(s).~~

~~Note 4. — SDCPS may include inputs from the Authority, industry and public sources, and may be based on reactive and proactive methods of safety data and safety information collection.~~

~~Note 5. — Sector-specific safety reporting provisions are contained in the PCARS, CARANS, and CAR Aerodromes. Thus, a recognized benefit to the effective implementation of an SSP is having an integrated approach for the collection and analysis of the safety data and safety information from all sources~~

~~5.1.2~~ The Authority shall establish a mandatory safety reporting system that includes the reporting of incidents.

~~5.1.3~~ The Authority shall establish a voluntary safety reporting system to collect safety data and safety information not captured by the mandatory safety reporting systems.



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~~5.1.4 The authorities responsible for the implementation of the SSP will have access to the SDCPS as referenced in 5.1.1 to support their safety responsibilities, in accordance with the principles in 1.S.5.3.1.~~

~~Note.— in the Philippines, the authorities responsible for the implementation of the SSP include Aircraft Accident and Incident Investigation (AII).~~

~~5.1.5 The Authority will use standardized taxonomy for the safety database to facilitate safety information sharing and exchange.~~

**5.2 Safety Data and Safety Information Analysis**

~~5.2.1 The Authority shall establish and maintain a process to analyse the safety data and safety information from the SDCPS and associated safety databases.~~

~~Note 1.— Specific provisions for the identification of hazards as part of their safety risk management and safety assurance processes can be found in Chapter 3.~~

~~Note 2.— The purpose of the safety data and safety information analysis performed by the Authority is to identify systemic and cross-cutting hazards that might not otherwise be identified by the safety data analysis processes of individual service providers and operators.~~

~~Note 3.— The process may include predictive methods of safety data analysis.~~

**5.32.2 SAFETY DATA AND SAFETY INFORMATION PROTECTION**

~~5.32.2.1 The Authority CAAP shall accord protection to safety data captured by and safety information derived from mandatory and voluntary safety reporting systems and related sources in accordance with I.S. 5.3.1 IS: 2.2.1.~~

~~Note 1.— Sources include individuals and organizations.~~

~~Note 2.— A just culture reporting environment where employees and operational personnel may trust that their actions or omissions that are commensurate with their training and experience will not be punished is fundamental to safety reporting.~~

~~5.32.2.2 Subject to I.S. 5.3.1. and 5.3.2 IS: 2.2.1, the Authority CAAP shall not make available or use safety data or safety information collected, stored or analyzed in accordance with 5.1 or 5.2 for purposes other than maintaining or improving safety, unless the competent authority CAAP determines in accordance with I.S. 5.3.1 IS: 2.2.1 that a principle of exception applies.~~



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~~5.3.42.2.3~~ Notwithstanding ~~5.3.32.2.2~~, CAAP shall not be prevented from using safety data or safety information to take any preventive, corrective or remedial action that is necessary to maintain or improve aviation safety.

*Note.— Specific provision aimed at ensuring that there is no overlap with the protection of investigation records in PCAR Part 13 is contained in Subpart I Section 13.9.1.*

~~5.3.5~~ The Authority shall take necessary measures, including the promotion of a positive safety culture to encourage safety reporting through the systems referred to in ~~5.1.2~~ and ~~5.1.3~~.

~~Note.— Guidance related to positive safety culture is contained in the Safety Management Manual! (SMM) (Doc 9559.)~~

~~5.3.6~~ The Authority shall facilitate and promote safety reporting by adjusting applicant's laws, regulations and policies, as necessary.

~~5.3.7~~ In support of the determination referred to in ~~5.3.3~~, the Authority will institute and make use of appropriate advance arrangements with State bodies entrusted with aviation safety and those entrusted with the administration of justice. Such arrangements shall take into account the principles specified in I.S. ~~5.3.1~~.

~~Note.— These arrangements may be formalized through legislation, protocols, agreements or memoranda of understanding.~~

**~~5.4~~ Safety Information Sharing and Exchange**

~~Note.— Sharing refers to giving, while exchange refers to giving and receiving in return.~~

~~5.4.1~~ If the Authority, in the analysis of the information contained in its SDCPS, identifies safety matters considered to be of interest to other States, the Authority will forward such safety information to them as soon as possible. Prior to sharing such information, the Authority shall agree on the level of protection and conditions on which safety information will be shared. The level of protection and conditions shall be in line with I.S. ~~5.3.1~~.

~~5.4.2~~ The Authority will promote the establishment of safety information sharing networks among users of the aviation system and will facilitate the free exchange of information on actual and potential safety deficiencies.



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Note.— ~~Information on the sharing of safety information can be found in the ICAO Code of Conduct on the Sharing and Use of Safety information in the Global Aviation Safety Plan (Doc 10N4).~~



# **CIVIL AVIATION REGULATIONS**

## **SAFETY MANAGEMENT:**

### **IMPLEMENTING STANDARDS**

#### **(~~I.S.~~IS:)**

For ease of reference, the number assigned to each Implementing Standard corresponds to its associated regulation. For example, IS: 3.1.1 would reflect a standard required in CAR-SM 3.1.1



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**~~I.S.3 STATE SAFETY OVERSIGHT (SSO) SYSTEM CRITICAL ELEMENTS (CEs)~~**

~~Note 1.— Guidance on the critical elements (CEs) of a system that enables a State to discharge its responsibility for safety oversight is contained in the Safety Oversight Manual, Part A, The Establishment and Management of a State's Safety Oversight System (ICAO Doc 9734).~~

~~Note 2.— The term "relevant authorities or agencies" is used in a generic sense to include all authorities with aviation safety management and oversight responsibility which may be established by States as separate entities, such as; Civil Aviation Authorities, Airport Authorities, ATS Authorities, Accident Investigation Authority, and Meteorological Authority.~~

~~Note 3.— The SSO system CEs are applied, as appropriate, to authorities performing safety oversight functions as well as authorities performing investigation of accidents and incidents or other State safety management activities.~~

**~~1. Primary Aviation Legislation (CE-1)~~**

~~1.1 The Philippines shall promulgate a comprehensive and effective aviation law, commensurate with the size and complexity of their aviation activity and consistent with the requirements contained in the Convention on International Civil Aviation, to enable the oversight and management of civil aviation safety and the enforcement of regulations through the relevant authorities or agencies established for that purpose.~~

~~Note.— This includes ensuring that the aviation law remains relevant and appropriate to the Philippines.~~

~~1.2 The aviation law shall provide personnel performing safety oversight functions access to the aircraft, operations, facilities, personnel and associated records, as applicable, of individuals and organizations performing an aviation activity~~

**~~2. Specific Operating Regulations (CE-2)~~**

~~The Authority shall promulgate regulations to address, at a minimum, national requirements emanating from the primary aviation legislation, for standardized operational procedures, products, services, equipment and infrastructures in conformity with the Annexes to the Convention on International Civil Aviation.~~

~~Note.— The term "regulations" is used in a generic sense and includes but is not limited to instructions, rules, edicts, directives, sets of laws, requirements, policies, and orders.~~

**~~3. State System and Functions (CE-3)~~**



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- ~~3.1 The Philippines shall establish relevant authorities or agencies, as appropriate, supported by sufficient and qualified personnel and provided with adequate financial resources for the management of safety. Each authority or agency shall have stated safety functions and objectives to fulfill its safety management responsibilities.~~
- ~~3.2 The Authority shall take necessary measures, such as remuneration and conditions of service, to ensure that qualified personnel performing safety oversight functions are recruited and retained~~
- ~~3.3 The Authority shall ensure that personnel performing safety oversight functions are provided with guidance that addresses ethics, personal conduct and the avoidance of actual or perceived conflicts of interest in the performance of official duties.~~
- ~~3.4 The Authority shall use a methodology to determine its staffing requirements for personnel performing safety oversight functions, taking into account the size and complexity of the aviation activities in the Philippines.~~

**4. Qualified Technical Personnel (CE-4)**

- ~~4.1 The Authority shall establish minimum qualification requirements for the technical personnel performing safety related functions and provide for appropriate initial and recurrent training to maintain and enhance their competence at the desired level.~~
- ~~4.2 The Authority shall implement a system for the maintenance of training records for technical personnel.~~

**5. Technical Guidance, Tools and Provision of Safety-Critical Information (CE-5)**

- ~~5.1 The Authority shall provide appropriate facilities, comprehensive and up-to-date technical guidance material and procedures, safety-critical information, tools and equipment, and transportation means, as applicable, to the technical personnel to enable them to perform their safety oversight functions effectively and in accordance with established procedures in a standardized manner.~~ 5.2 The Authority shall provide technical guidance to the aviation industry on the implementation of relevant regulations.

**6. Licensing, Certification, Authorization and Approval Obligations (CE-6)**

~~The Authority shall implement documented processes and procedures to ensure that individuals and organizations performing an aviation activity meet the established~~



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~~requirements before they are allowed to exercise the privileges of a license, certificate, authorization and/or approval to conduct the relevant aviation activity.~~

**7. ~~Surveillance Obligations (CE-7)~~**

~~The Authority shall implement documented surveillance processes, by defining and planning inspections, audits, and monitoring activities on a continuous basis, to proactively assure that aviation license, certificate, authorization and approval holders continue to meet the established requirements. These include the surveillance of personnel designated by the Authority to perform safety oversight functions on its behalf.~~

**8. ~~Resolution of Safety Issues (CE-8)~~**

8.1 ~~The Authority shall use a documented process to take appropriate actions, up to and including enforcement measures, to resolve identified safety issues.~~

8.2 ~~The Authority shall ensure that identified safety issues are resolved in a timely manner through a system which monitors and records progress, including actions taken by individuals and organizations performing an aviation activity in resolving such issues.~~



**I.S.5.3.4IS: 2.2.1 PRINCIPLES FOR THE PROTECTION OF SAFETY DATA, SAFETY INFORMATION AND RELATED SOURCES**

Safety data and information collected by CAAP is protected in accordance with the principles set out in ICAO Annex 19 Chapter 5. This is achieved through the enforcement policy as detailed in the Philippines State Safety Program.

*Note 1.— The protection of safety data, safety information and related sources is essential to ensure its continued availability, since the use of safety data and safety information for purposes other than maintaining or improving safety may inhibit the future availability of such data and information, with a significant adverse effect on safety.*

*Note 2.— The principles contained in these I.S. are aimed at assisting the Authority to enact and adopt national laws, regulations and policies to protect safety data and safety information gathered from safety data collection and processing systems (SDCPS), as well as related sources, while allowing for the proper administration of justice and necessary actions for maintaining or improving aviation safety. The objective is to ensure the continued availability of safety data and safety information by restricting its use for the purposes other than maintaining or improving aviation safety.*

**1. General Principles**

~~1.1 The Authority shall, through national laws, regulations and policies protecting safety data, safety information and related sources, ensure that:~~

- ~~a) a balance is struck between the need for the protection of safety data, safety information and related sources to maintain or improve aviation safety, and the need for the proper administration of justice;~~
- ~~b) safety data, safety information and related sources are protected in accordance with this appendix;~~
- ~~c) the conditions under which safety data, safety information and related sources qualify for protection, are specified; and~~
- ~~d) safety data and safety information remain available for the purpose of maintaining or improving aviation safety.~~

*Note.— The protection of safety data, safety information and related sources is not intended to interfere with the proper administration of justice or with maintaining or improving safety.*



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- 1.2.1 When an investigation under PCAR Part 13 – Accident and Incident Reporting and Investigation has been instituted, initiated by the Aircraft Accident Investigation and Inquiry Board (AAIIB), the accident and incident investigation records listed in PCAR Part 13 Subpart I Section 13.220.9.1 shall be subject to the protections accorded therein instead of the protections accorded by this CAR-SM.

**2. Principles of Protection**

- 2.1 The Authority CAAP shall ensure that safety data or safety information is not used for
- a) disciplinary, civil, administrative and criminal proceedings against employees, operational personnel or organizations;
  - b) disclosure to the public; or
  - c) any purposes other than maintaining or improving safety; unless a principle of exception applies.
- 2.2 The Authority CAAP shall accord protection to safety data, safety information and related sources by ensuring that:
- a) the protection is specified based on the nature of safety data and safety information;
  - b) a formal procedure to provide protection to safety data, safety information, and related sources is established. As detailed in the Philippines State Safety Program;
  - c) safety data and safety information will not be used in a way different from the purposes for which it was collected, unless a principle of exception applies;
  - d) to the extent that a principle of exception applies, the use of safety data and safety information in disciplinary, civil, administrative and criminal proceedings will be carried out only under authoritative safeguards.

*Note 1.— The formal procedure may include that any person seeking disclosure of safety data or safety information will provide the justification for its release.*

*Note 2.— Authoritative safeguards include legal limitations or restrictions such as protective orders, closed proceedings, in-camera review, and de-identification of data for the use or disclosure of safety information in judicial or administrative proceedings.*

**3. Principles of Exception**

Exceptions to the protection of safety data, safety information and related sources shall only be granted when the competent authority CAAP:



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- a) determines that there are facts and circumstances reasonably indicating that the occurrence may have been caused by an act or omission considered, in accordance with the national laws, to be conduct constituting gross negligence, willful misconduct or criminal activity;
- b) after reviewing the safety data or safety information, determines that its release is necessary for the proper administration of justice, and that the benefits of its release outweigh the adverse domestic and international impact such release is likely to have on the future collection and availability of safety data and safety information; or
- c) after reviewing the safety data or safety information, determines that its release is necessary for maintaining or improving safety, and that the benefits of its release outweigh the adverse domestic and international impact such release is likely to have on the future collection of safety data and information

*Note 1.— In administering the decision, ~~the authority~~ CAAP takes into account the consent of the source of the safety data and safety information.*

*Note 2.— ~~Different competent authorities may be designated for different circumstances. The competent authority could include, but is not limited to, judicial authorities or those otherwise entrusted with aviation responsibilities designated in accordance with national law.~~*

#### **4. Public Disclosure**

- 4.1 ~~The Authority having the right to know laws shall, in the context of requests made for public disclosure, create exceptions from public disclosure~~ CAAP applies exceptions from public disclosure to ensure the continued confidentiality of voluntarily supplied safety data and safety information.
- 4.2 Where disclosure is made in accordance with section 3 ~~of this IS~~, CAAP shall ensure that:
  - a) ~~public disclosure of relevant personal information included in the safety data or safety information complies with applicable privacy laws; or~~
  - b) public disclosure of the safety data or safety information is made in a de-identified, summarized or aggregate form.

#### **5. Responsibility of the Custodian of Safety Data and Safety Information**



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- 5.1 The Authority shall ensure that each SDCPS has a CAAP is the designated custodian to apply the protection to safety data and safety information ensure that each SDCPS is protected in accordance with applicable provisions of this L.S. IS:

Note.— The custodian may refer to an individual or organization.

**6. Protection of Recorded Data**

*Note 1.— Ambient workplace recordings required by national laws, for example cockpit voice recorders (CVRs) or recordings of background communication and the aural environment at air traffic controller work stations, may be perceived as constituting an invasion of privacy for operational personnel that other professionals are not exposed to.*

*Note 2.— Provisions on the protection of flight recorder recordings and recordings from air traffic control units during investigations instituted under PCAR Part 13 are contained therein.*

*Provisions on the protection of flight recorder recordings during normal operations are contained in PCAR Part 8.*

- 6.1 The Authority shall, through national laws and regulations, provide specific measures of protection regarding the confidentiality and access by the public to ambient workplace recordings. Provisions on the protection of flight recorder recordings, cockpit voice recordings and recordings from air traffic control units during investigations instituted under PCAR Part 13 are contained therein.

- 6.2 The Authority shall, through national laws and regulations, treat ambient workplace recordings required by national laws and regulations as privileged protected data subject to the principles of protection and exception as provided for in these implementing standards. Provisions on the protection of flight recorder recordings and cockpit voice recordings during normal operations are contained in PCAR Part 9 in paragraphs 9.7.1.2 (h), (i) and (j).

*Note — Ambient workplace recordings required by PCARs, for example cockpit voice recorders (CVRs) or recordings of background communication and the aural environment at air traffic controller work stations, may be perceived as constituting an invasion of privacy for operational personnel that other professions are not exposed to.*



**I.S.4.1.1IS: 3.1.1      FRAMEWORK FOR A SAFETY MANAGEMENT SYSTEM (SMS) – SERVICE PROVIDER LEVEL**

*Note 1.— Guidance on the implementation of the framework for a SMS is contained in Advisory Circular: AC SQMO-SMS-001-2026 and the Safety Management Manual (SMM) (ICAO Doc 9859). For small organizations, the safety management international collaboration group guidance for small organizations may also be used.*

*Note 2.— A small organization is defined as an organization with less than 20 operational management and technical personnel. This includes contracted personnel but does not include personnel working in external subcontracted organizations.*

*Note 23.— The service provider's interfaces with other organizations can have a significant contribution to the safety of its products or services. Guidance on interface management as it relates to SMS is provided in the Safety Management Manual (SMM) (Doc 9859).*

*Note 4.— In the context of this Implementing Standards as it relates to service providers, an “accountability” refers to an “obligation” that may not be delegated, and “responsibilities” refers to functions and activities that may be delegated.*

These Implementing Standards specify the framework for the implementation and maintenance of an SMS. In the establishment and management of an SMS, specific consideration should be given to human performance implications. The framework comprises four components and twelve elements as the minimum requirements for SMS implementation:

1. Safety Policy, Objectives and Resources
  - 1.1 Management commitment
  - 1.2 Safety accountability and responsibilities
  - 1.3 Appointment of key safety personnel
  - 1.4 Coordination of emergency response planning
  - 1.5 SMS documentation
2. Safety Risk Management
  - 2.1 Hazard identification
  - 2.2 Safety risk assessment and mitigation



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3. Safety Assurance

3.1 Safety performance measurement and monitoring

3.2 The management of change

3.3 ~~Continuous~~ **Continual** improvement of the SMS

4. Safety Promotion

4.1 Training and education

4.2 Safety communication

**1. Safety and Policy, Objectives and Resources**

1.1 Management commitment

1.1.1 The service provider shall define its safety policy in accordance with international and national requirements. The safety policy shall:

- a) reflect organizational commitment regarding safety, including the promotion of a positive safety culture;
- b) include a clear statement about the provision of the necessary resources for the implementation of the safety policy;
- c) include **just culture principles to actively encourage** safety reporting procedures;
- d) clearly indicate which types of behaviors are unacceptable related to the service provider's aviation activities and include the circumstances under which disciplinary action would not apply;
- e) be signed by the accountable manager of the organization;
- f) be communicated, with visible endorsement, throughout the organization; and
- g) be periodically reviewed to ensure it remains relevant and appropriate to the service provider.

1.1.2 Taking due account of its safety policy, the service provider shall define safety objectives. The safety objectives shall:

- a) form the basis for safety performance measurement and monitoring as required by 3.1;
- b) reflect the service provider's commitment to maintain or ~~continuously~~ **continually** improve the overall effectiveness of the SMS;
- c) be communicated throughout the organization; and



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- d) be periodically reviewed to ensure they remain relevant and appropriate to the service provider

*Note. — Guidance on setting safety objectives is provided in the Safety Management Manual (SMM) (Doc 9859).*

- 1.1.3 When defining safety objectives, the service provider should consider the state safety objectives detailed in the Philippines State Safety Program (SSP Document 3.4 State Safety Objectives).

*Note — Guidance on setting safety objectives is provided in the Safety Management Manual (SMM) (Doc 9859).*

- 1.2 Safety accountability and responsibilities

The service provider shall:

- a) identify the accountable manager who, irrespective of other functions, is accountable on behalf of the organization, for the implementation and maintenance of an effective SMS;
- b) clearly define lines of safety accountability throughout the organization, including a direct accountability for safety on the part of senior management;
- c) identify the responsibilities of all members of management, irrespective of other functions, as well as of employees, with respect to the safety performance of the organization;
- d) document and communicate safety accountability, responsibilities and authorities throughout the organization; and
- e) define the levels of management with authority to make decisions regarding safety risk tolerability.

- 1.3 Appointment of key safety personnel

The service provider shall appoint a safety manager who is responsible for the implementation and maintenance of the SMS.

*Note — Depending on the size of the service provider and the complexity of its aviation products or services, the responsibilities for the implementation and maintenance of the SMS may be assigned to one or more persons, fulfilling the role of safety manager, as their sole function or combined with other duties, provided these do not result in any conflicts of interest.*



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1.4 Coordination of emergency response planning

The service provider required to establish and maintain an emergency response plan for accidents and incidents in aircraft operations and other aviation emergencies shall ensure that the emergency response plan is properly coordinated with the emergency response plans of those organizations it must interface with during the provision of its products and services.

1.5 SMS Documentation

1.5.1 The service provider shall develop and maintain an SMS manual that describes its:

- a) safety and policy, objectives and resources;
- b) SMS requirements;
- c) SMS processes and procedures; and
- d) accountability, responsibilities and authorities for SMS processes and procedures;

1.5.2 The service provider shall develop and maintain SMS operational records as part of its SMS documentation.

*Note — Depending on the size of the service provider and the complexity of its aviation products or services, the SMS manual and SMS operational records may be in the form of stand-alone documents or may be integrated with other organizational documents (or documentation) maintained by the service provider.*

**2. Safety Risk Management**

2.1 Hazard Identification

2.1.1 The service provider shall develop and maintain a process to identify hazards, including hazards related to interfaces, associated with its aviation products or services

2.1.2 The Service Provider shall develop a confidential reporting system as part of its safety management system to systematically collect and gather safety data and safety information. This should include safety reports related to errors, hazards, occurrences and near miss events.

2.1.3 Hazard identification shall be based on a combination of reactive and proactive methods.

2.2 Safety risk assessment and mitigation



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The service provider shall develop and maintain a process that ensures analysis, assessment and control of the safety risks associated with identified hazards.

*Note.— ~~The process may include predictive methods of safety data analysis.~~ In order to reduce the overall risk in the aviation system, when managing safety risks, it is beneficial to consider the impact on aviation safety from business decisions and risk management strategies implemented in other domains (for example, aviation security, facilitation, economics and environment) and vice versa.*

**3. Safety Assurance**

3.1 Safety performance ~~monitoring and~~ measurement and monitoring

The service provider shall ~~develop and maintain the means to verify the safety performance of the organization and to validate the effectiveness of safety risk controls~~ establish means to:

- a) measure and monitor the safety performance of the organization;
- b) measure and monitor the progress towards achieving its safety objectives; and
- c) validate the effectiveness of safety risk controls.

*Note.— An internal audit process is one means to monitor compliance with safety regulations, the foundation upon which SMS is built, and assess the effectiveness of these safety risk controls and the SMS.*

*Guidance on ~~the scope of safety performance and monitoring including the internal audit process, the establishment of safety performance indicators, qualitative means and the appropriate use of safety performance targets, is maintained~~ contained in the Safety Management Manual (SMM) (Doc 9859) Safety Intelligence Manual (Doc 10159).*

3.2 The management of change

The service provider shall develop and maintain a process to identify changes which may affect the level of safety risk associated with its aviation products or services and to identify and manage the safety risks that may arise from those changes.

3.3 ~~Continuous~~ Continual improvement of the SMS

The service provider shall monitor and assess its SMS processes to maintain or ~~continuously~~ continually improve the overall effectiveness of the SMS

**4. Safety Promotion**



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4.1 Training and education

4.1.1 The service provider shall develop and maintain a safety training programme that ensures that personnel are trained and competent to perform their SMS duties. This shall include training on human performance limitations and organizational factors.

4.1.2 The scope of the safety training programme shall be appropriate to each individual's involvement in the SMS.

4.2 Safety communication

The service provider shall develop and maintain a formal means for safety communication that:

- a) ensures personnel are aware of the SMS to a degree commensurate with their positions;
- b) conveys safety-critical information;
- c) explains why particular actions are taken to improve safety; and
- d) explains why safety procedures are introduced or changed.