



NATIONAL AVIATION SAFETY PLAN

2022-2025 Edition

CIVIL AVIATION AUTHORITY OF THE PHILIPPINES
Old MIA Road, Pasay City 1301
Metro Manila



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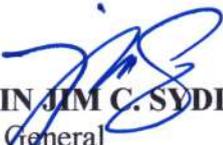
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

NATIONAL AVIATION

SAFETY PLAN

2022-2025 EDITION

By virtue of the powers vested to the Director General, Civil Aviation Authority of the Philippines, provided in the Republic Act No. 9497, this Aviation Safety Plan is hereby approved.


CAPTAIN JIM C. SYDIONGCO
Director General
Civil Aviation Authority of the Philippines

Date: MAY 26 2022

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Abbreviations and Acronyms

ALoSP	Acceptable level of safety performance
AMO	Approved Maintenance Organizations
ANC	Air Navigation Commission
ANS	Air Navigation Services
AP-RASP	Asia-Pacific Regional Aviation Safety Plan
ATO	Approved Training Organizations
CAA	Civil Aviation Authority
CAR-ANS	Civil Aviation Regulations – Air Navigation Services
CAR-SM	Civil Aviation Regulations – Safety Management
CAST	Commercial Aviation Safety Team
CE	Critical element
CFIT	Controlled flight into terrain
CICTT	CAST/ICAO Common Taxonomy Team
CMA	Continuous monitoring approach
DFA	Department of Foreign Affairs
DILG	Department of Interior and Local Government
DND	Department of National Defense
DOF	Department of Finance
DOH	Department of Health
DOJ	Department of Justice
DOT	Department of Tourism
DOTr	Department of Transportation
EI	Effective implementation
GASP	Global Aviation Safety Plan
HRC	High-risk categories of occurrences
iSTARS	integrated Safety Trend Analysis and Reporting System
LOC-I	Lost of Control In-flight
NASP	National Aviation Safety Plan
PAF	Philippine Air Force
PCAR	Philippine Civil Aviation Regulations
PCG	Philippines Coast Guard
PIRG	Planning and implementation regional group
PNP	Philippine National Police
PRC	Professional Regulation Commission
RAIO	Regional accident and incident investigation organization
RASG	Regional Aviation Safety Group
SEI	Safety enhancement initiatives
SSP	State Safety Programme
USOAP	Universal Safety Oversight Audit Programme

Definition of Terms

When the following terms are used in this manual, they have the following meanings:

Acceptable level of safety performance (ALoSP). The level of safety performance agreed by State authorities to be achieved for the civil aviation system in a State, as defined in its state safety programme, expressed in terms of safety performance targets and safety performance indicators.

Adequate. The state of fulfilling minimal requirements; satisfactory; acceptable; sufficient.

Audit. A systematic, independent and documented process for obtaining evidence and evaluating it objectively to determine the extent to which requirements and audit criteria are fulfilled.

Audit area. One of eight audit areas pertaining to the Universal Safety Oversight Audit Programme (USOAP), i.e. primary aviation legislation and civil aviation regulations (LEG), civil aviation organization (ORG); personnel licensing and training (PEL); aircraft operations (OPS); airworthiness of aircraft (AIR); aircraft accident and incident investigation (AIG); air navigation services (ANS); and aerodromes and ground aids (AGA).

Critical elements (CEs). The critical elements of a safety oversight system encompass the whole spectrum of civil aviation activities. They are the building blocks upon which an effective safety oversight system is based. The level of effective implementation of the CEs is an indication of a State's capability for safety oversight.

Effective implementation (EI). A measure of the State's safety oversight capability, calculated for each critical element, each audit area or as an overall measure. The EI is expressed as a percentage.

Operator. The person, organization or enterprise engaged in or offering to engage in an aircraft operation.

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 audit. A USOAP CMA audit that a State requests and pays for (on a cost recovery basis). The State determines the scope and date of a safety audit. Also see definition of *audit*.

Safety data. A defined set of facts or set of safety values collected from various aviation related sources, which is 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 enhancement initiative (SEI). One or more actions to eliminate or mitigate risks associated with contributing factors to a safety occurrence or to address an identified safety deficiency.

Safety information. Safety data processed, organized or analysed in a given context so as to make it useful for safety management purposes.

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

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.

Safety performance. A State or a service provider's 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 safety performance.

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.

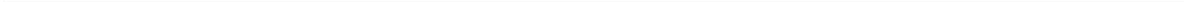
Safety risk. The predicted probability and severity of the consequences or outcomes of a hazard.

Significant safety concern (SSC). Occurs when the State allows the holder of an authorization or approval to exercise the privileges attached to it, although the minimum requirements established by the State and by the Standards set forth in the Annexes to the Convention are not met, resulting in an immediate safety risk to international civil aviation.

State safety programme (SSP). An integrated set of regulations and activities aimed at improving safety.



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Chapter 1: Introduction

1.1 Overview of the NASP

The Civil Aviation Authority of the Philippines (CAAP) is committed to enhancing aviation safety and to the resourcing of supporting activities.

The purpose of this National Aviation Safety Plan (NASP) is to continually reduce fatalities, and the risk of fatalities, through the development and implementation of a national aviation safety strategy. A safe aviation system contributes to the economic development of the Philippines and its industries.

The NASP promotes the effective implementation of CAAP's safety oversight system, a risk-based approach to managing safety, as well as a coordinated approach to collaboration between the Philippines and other States, regions and industry.

Aviation stakeholders are encouraged to support and implement the NASP as the strategy for continuous improvement of national aviation safety by aligning their safety policy, objectives and targets with the NASP.

The NASP 2022-2025 sets out a continuous improvement strategy, which helps to achieve safety objectives of the CAAP through implementation of effective safety oversight and State Safety Programs. NASP recognizes that it is important for everyone in the aviation industry to work closely and in a collaborative manner to identify safety risks and ensure that the most appropriate practices and technologies are adopted to address and reduce these risks.

CAAP shares the vision of the GASP to achieve and maintain the aspirational safety goal of zero fatalities in commercial operations by 2030 and beyond, which is consistent with the United Nations' *2030 Agenda for Sustainable Development*. The plan's mission is to continually enhance aviation safety performance in the national level by providing a collaborative framework for CAAP regulators and aviation services providers. This is supported by a series of goals:

Goal 1 is to achieve a continuous reduction of operational safety risks.

Goal 2 for CAAP to strengthen its safety oversight capabilities.

Goal 3 for CAAP to implement effective SSP.

Goal 4 for CAAP to increase collaboration with other States in the region through ICAO APAC initiatives to enhance safety.

Goal 5 to expand the use of industry programs.

Goal 6 focuses on the need to ensure the appropriate infrastructure is available to support safe operations.

Goal 7 Establish an independent accident and investigation authority.

To achieve the NASP goals, there is a need for sufficient resources and qualified technical personnel for the effective implementation of the CAAP's safety enhancement initiatives (SEIs). In order to mitigate the risk of fatalities, the High-Risk Categories (HRCs) of occurrences should be addressed. The selection of types of occurrences which are deemed as HRCs is based on causes of fatal accidents and the number of accidents so far as identified globally, regionally and at the national level.

The NASP of the Philippines is in alignment with the ICAO Global Aviation Safety Plan (GASP, Doc 10004, 2020 - 2022) and the ICAO Asia-Pacific Regional Aviation Safety Plan (AP-RASP).

1.2 Structure of the NASP

This NASP presents the strategy for enhancing aviation safety for a period of five (5) years. It is comprised of six sections. In addition to the introduction, sections include: the purpose of the NASP, CAAP’s strategic approach to managing aviation safety, the national operational safety risks identified for the 2022-2025 NASP, other safety issues addressed in the NASP, and a description of how the implementation of the safety enhancement initiatives (SEIs) listed in the NASP is going to be monitored.

1.3 Development Process.

1.3.1 Developing the National Aviation Safety Plan

Figure 1 illustrates the seven steps of the NASP development process. These steps assist the CAAP to develop a NASP that defines the specific SEIs to improve safety. Detailed guidance on each step is found in the GASP.

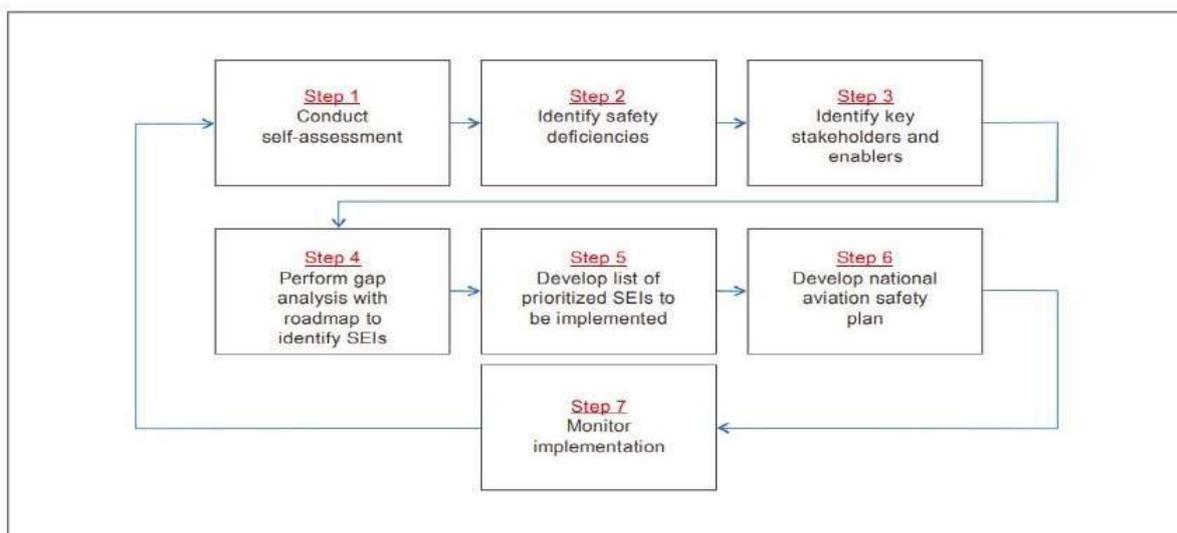


Figure 1

1.3.2 Step 1 – Conduct Self-Assessment

The process for developing the NASP begins with an evaluation of the current situation of CAAP to obtain an understanding of its operational context; this activity is referred to as a self-assessment. CAAP adopted the results from the analysis of available national safety data, data derived from the ICAO OPS roadmap, contained in the GASP, high fatality risk per accident and number of accidents, and incidents. The following HRCs, in no particular order, identified are controlled flight into terrain (CFIT), loss of control in-flight (LOC-I), mid-air collision (MAC), runway excursion (RE), and runway incursion (RI). (see 1.6, 1)

1.3.3 Step 2 – Identify Safety Deficiencies

Based on the results of the self-assessment, the responsible entity can identify the safety deficiencies that need to be addressed, as well as the stakeholders who should be involved in addressing them. In the context of the NASP development process, safety deficiencies include operational safety risks and other safety issues, such as organizational challenges (e.g. lack of effective safety oversight, difficulties in implementing an SSP). In addition to the CAAP's self-assessment, the responsible entity should consult the latest edition of the GASP and RASP to assist in determining operational safety risks (including HRCs) and their contributing factors, as well as organizational challenges (e.g. systematic issues) as presented in the respective parts of the roadmap that may be common to the region or of global concern. CAAP may also refer to the RASG for assistance in identifying safety deficiencies.

1.3.4 Step 3 – Identify Key Stakeholders and Enablers

The NASP development process requires the involvement of all stakeholders within the CAAP. The wide representation of all stakeholders allows for a better understanding of the operational context, the identification of safety deficiencies, and the development of possible mitigation strategies from the perspective of each stakeholder. Therefore, stakeholders should be identified early in the development process. In addition to the direct stakeholders, any entity which could be involved in financing, implementing, or influencing changes, or which is significantly affected by these changes should be considered.

1.3.5 Step 4 – Perform Gap Analysis with Roadmap to Identify SEIs

Gap analysis helps the CAAP identify specific steps to be taken to reach the desired goal. CAAP should not only focus on the weakness it needs to address, but also identify the strengths within the Philippines that can facilitate closing the gap, such as existing economic frameworks, access to training, etc. For the purpose of developing the NASP, CAAP conducts the gap analysis using the national aviation safety roadmap. (see *Appendix A and B*)

The gap analysis identifies SEIs that have not been adequately implemented. By reviewing the gaps and the associated SEIs, a list of potential actions can be produced. However, it is impractical to attempt to implement a plan that addresses all SEIs listed in the roadmap. The responsible entity should select the SEIs relevant to the State and its operational context.

1.3.6 Step 5 – Develop List of Prioritized SEIs to be implemented

The roadmap contains a series of SEIs providing detailed actions to be taken when addressing the identified safety deficiencies. Using the roadmap, CAAP selects which SEIs, and their specific actions, will be implemented and in what order. As a result of this step, CAAP generates a prioritized list of SEIs. From that list, CAAP builds the NASP, which presents the national safety goals and targets, the operational safety risks and other safety issues (i.e. identified safety deficiencies), the SEIs and specific actions to address them, the time frame and the responsible entity for their implementation. The evaluation of the ability to effect a change should include: a) the existence of political will to change; and b) the availability of resources necessary to implement the change.

1.3.7 Step 6 – Develop NASP

CAAP NASP is developed pursuant to Assembly Resolution A39-12: ICAO global planning for safety and air navigation recognizes the importance of effective implementation of a national aviation safety plan. It resolves that States should develop and implement national aviation safety plans, in line with the goals of the GASP. Each State should produce a national aviation safety plan. If the State has implemented an SSP, the plan should be linked to this program. If the State has other national plans, the national aviation safety plan should be linked to these, as appropriate. The national aviation safety plan presents the strategic direction for the management of aviation safety at the national level, for a set time period (e.g. over the next three years). It outlines to all stakeholders where the CAA and other entities involved in the management of aviation safety should target resources over the coming years.

The CAAP national aviation safety plan has been developed in alignment with the GASP and the regional aviation safety plan. However, priority has been given to national safety concerns. National SEIs is based on CAAP's self-assessment. The national aviation safety plan will be updated, as necessary, to take into consideration revisions to the GASP and to the AP-RASP.

1.3.8 Step 7 – Monitor Implementation

Chapter 6 contains a description of how CAAP monitors the implementation of the SEIs listed in the plan and how CAAP measures safety performance to ensure the intended results are achieved. Indicators being used to measure safety performance are traced to those within the GASP and the AP-RASP.

If the national goals and targets are not met, the root cause should be determined and presented to stakeholders. Actions should be developed and included in the next revision of the plan, with updated SEIs. If CAAP identifies critical issues, reasonable measures should be taken to mitigate those risks as soon as practicable, possibly leading to an earlier revision of the plan.

1.4 Relationship between the NASP and the State Safety Programme (SSP)

Effective SSP implementation is a gradual process. The CAAP plans, organizes, develops, implements, maintains, controls, and continuously improves the SSP in a manner that meets its safety objectives. The complexity of the air transportation system and the maturity of the CAAP's safety oversight capabilities determine the time required to achieve a fully mature SSP. The level of effective implementation of an SSP in the State affects its relationship with the national aviation safety plan.

This NASP addresses operational safety risks identified in the ICAO GASP and the AP-RASP while CAAP gradually develops an effective SSP. CAAP is committed to fully implement an SSP by 2025 as a State's responsibilities for the management of safety comprise both safety oversight and safety management, collectively implemented through an SSP. Initiatives listed in this NASP address organizational challenges and aim to enhance organizational capabilities related to effective safety oversight.

1.5 Responsibility for the NASP Development, Implementation and Monitoring

The Civil Aviation Authority of the Philippines is responsible for the development, implementation and monitoring of the NASP, to collaborate with:

- I. Government Agencies:
 - (1) Department of Finance (DOF)
 - (2) Department of Foreign Affairs (DFA)
 - (3) Department of Interior and Local Government (DILG)
 - (4) Department of Justice (DOJ)
 - (5) Department of Transportation (DOTr)
 - (6) Department of Tourism (DoT)
 - (7) Department of Health (DOH)
 - (8) Department of National Defense (DND)
- II. Aerodrome Operators
- III. Air Navigation Service Providers
- IV. Airline Operators
- V. General Aviation Operators
- VI. Approved Maintenance Organizations (AMOs)
- VII. Approved Training Organizations (ATOs)
- VIII. Relevant Government Entities:
 - (1) Philippine Air Force (PAF)
 - (2) Philippine Coast Guard (PCG)
 - (3) Philippine Red Cross (PRC)
 - (4) PNP Aviation Security Group

The NASP developed will be consulted with national operators and other stakeholders, and in alignment with the 2020-2022 edition of the GASP and the 2020-2022 AP-RASP.

1.6 National Safety Issues, Goals and Targets

The NASP addresses the following national safety issues:

1. Operational Safety Issues (SIs):

Occurrences: in no particular order yet

- 1.1 Runway Excursion (RE);
- 1.2 Runway Incursion (RI);
 - 1.2.1 RI-Animal
 - 1.2.2 RI-Vehicle, Aircraft or Person (VAP)
- 1.3 Mid-Air Collision (MAC);
- 1.4 Loss of Control - Inflight (LOC-I);
- 1.5 Controlled Flight into Terrain (CFIT);

Other occurrences:

- 1.6 Other Wildlife (WILD-BIRD)

2. Organizational SIs:

Occurrences:

- 2.1) Establishment of an independent aircraft accident and inquiry investigation board.
- 2.2) Qualified technical personnel to perform safety oversight functions.
- 2.3) Strategic allocation of resources to enable effective safety oversight.
- 2.4) Continued compliance with ICAO SARPs at the National level.
- 2.5) Implement effective SSP.

In order to address the issues listed above and enhance safety at the national level, the 2022-2025 NASP contains the following goals and targets:



Target 1.1 Maintain a decreasing trend of the national accident rate.
Target 1.2 By 2023, increase the number of service providers participating in the corresponding ICAO-recognized industry assessment programmes.



Target 2.1 To improve score for the effective implementation (EI) of the critical elements (CEs) of the State safety oversight system with focus on priority PQs on ORG, AIG, ANS and AGA areas by 2023 to 80%.
Target 2.2 Reach a positive safety oversight margin in all categories.



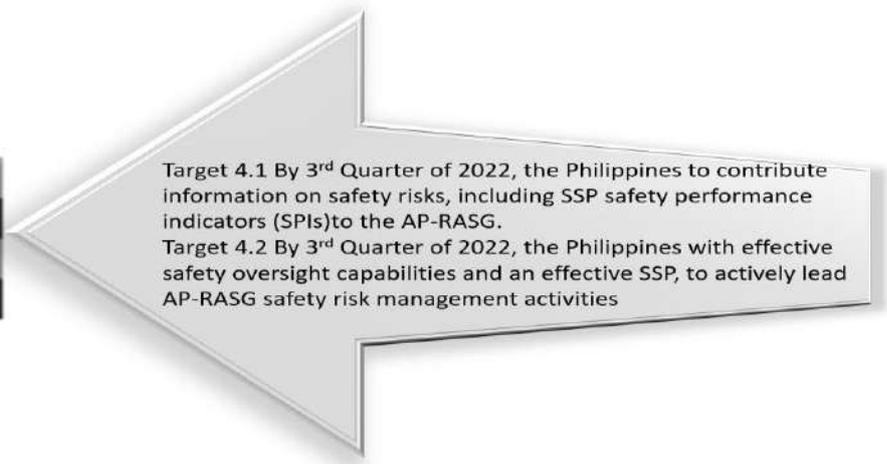
Goal 3: Implement effective State safety programmes (SSPs).



Target 3.1 By 2023, to implement an effective SSP.



Goal 4: Increase collaboration with other States in the region.

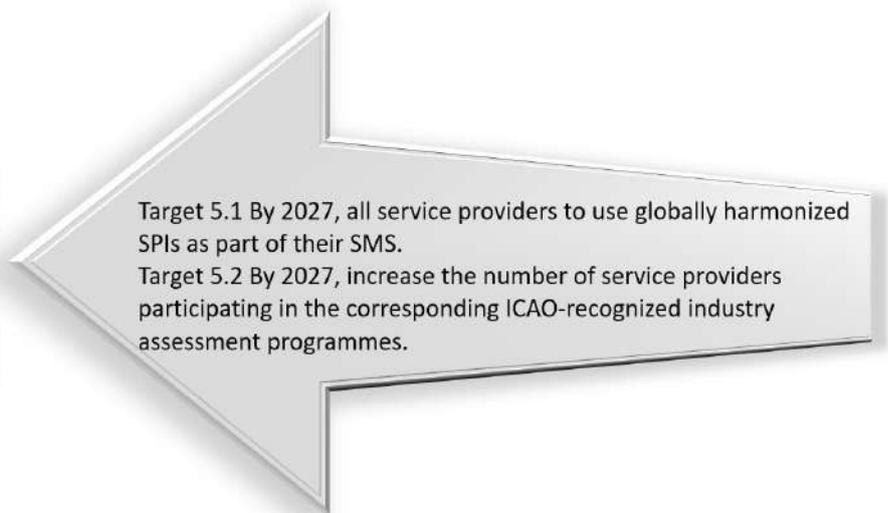


Target 4.1 By 3rd Quarter of 2022, the Philippines to contribute information on safety risks, including SSP safety performance indicators (SPIs) to the AP-RASG.

Target 4.2 By 3rd Quarter of 2022, the Philippines with effective safety oversight capabilities and an effective SSP, to actively lead AP-RASG safety risk management activities



Goal 5: Expand the use of industry programs.



Target 5.1 By 2027, all service providers to use globally harmonized SPIs as part of their SMS.

Target 5.2 By 2027, increase the number of service providers participating in the corresponding ICAO-recognized industry assessment programmes.

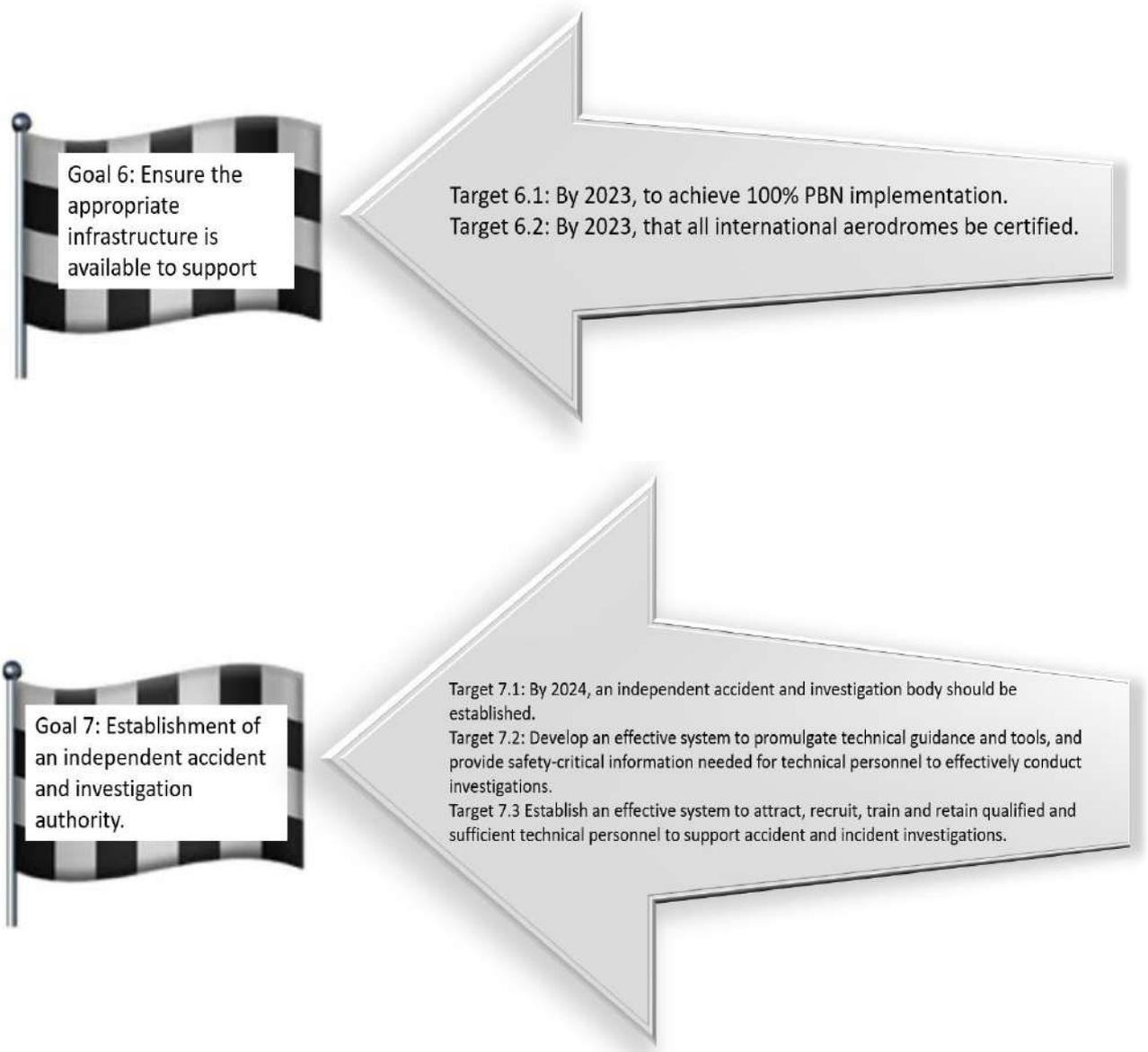


Figure 2

1.7 Operational Context

1.7.1 Airports

There are four (4) certified aerodromes in the Philippines, six (6) temporarily certified, eight (8) with on-process certification, including nine (9) international aerodromes. (see Appendix F)

1.7.2 Classification of air spaces

Within the Manila FIR, the airspace is divided into the following classes:

Classification	Airspace	Levels
A	Manila FIR Upper Control Area (except special use airspace)	FL200-UNL
A	Oceanic Airspace	Lower Limit - UNL

A	ATS Routes outside TMA	MEA - UNL
A	ATS Routes inside TMA at FL 130 and above	FL130 – FL200
D	ATS Routes inside TMA below FL 130	1500 - < FL 130
D	TMA (excluding ATS Routes at FL 130 and above)	1500 – FL200
D	Control Zone (CTRs)	Surface – Upper Limit
B	Aerodrome Traffic Zone (ATZs)	Surface – Upper Limit
G	Aerodrome Advisory Zones (AAZ)	Surface – Upper Limit
G	Uncontrolled Airspace	Nil

Table 1

The requirements for the flights within each class of airspace are as shown in the following table:

Class	Type of flight	Separation provided	Service provided	Speed limitation	Radio communication requirement	Subject to an ATC clearance
A	IFR	All Aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
B	IFR	All Aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	All Aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
D	IFR	IFR fm IFR	Air traffic control service, traffic information about VFR flights (and traffic avoidance advice on request)	250KTS IAS below 3050M (10000FT) AMSL	Continuous two-way	Yes
	VFR	Nil	IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)	250KTS IAS below 3050M (10000FT) AMSL	Continuous two-way	Yes
G	IFR	Nil	Flight information service	250KTS IAS below 3050M	Continuous two-way	No

				(10000FT) AMSL		
	VFR	Nil	Flight information service	250KTS IAS below 3050M (10000FT) AMSL	Continuous two-way	No

Table 2

The upper limit of all Terminal Control Area (TMA) within the Manila FIR is established at FL200.

1.7.3 Actual movements

2018		
Enroute	Manila	692,021
	Mactan	275,285
Aerodrome/ Approach	Twr Traffic	726,554
	App Traffic	611,957
Aerodrome		252,603
FSS		169,927
AMS		289,817

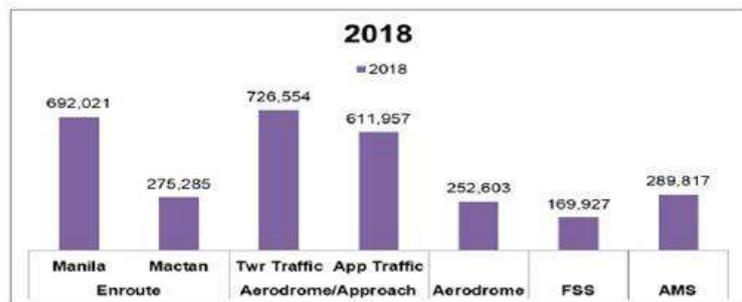


Table 3

2019		
Enroute	Manila	542,570
	Mactan	208,370
Aerodrome/ Approach	Twr Traffic	318,011
	App Traffic	248,203
Aerodrome		857,560
FSS		182,341
AMS		167,545

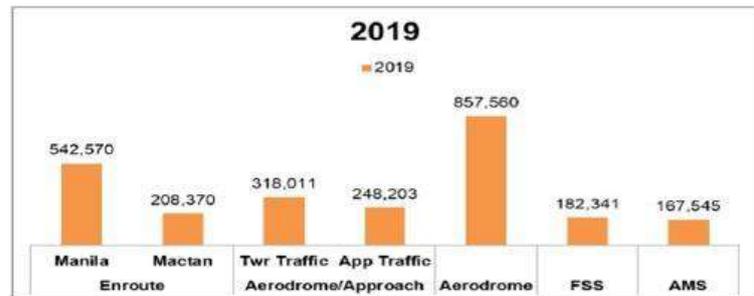


Table 4

2020		
Enroute		215,494
Aerodrome/ Approach	Twr Traffic	50,764
	App Traffic	35,441
ATMC Approach		196,133
Aerodrome		338,808
FSS		122,191
AMS		46,117

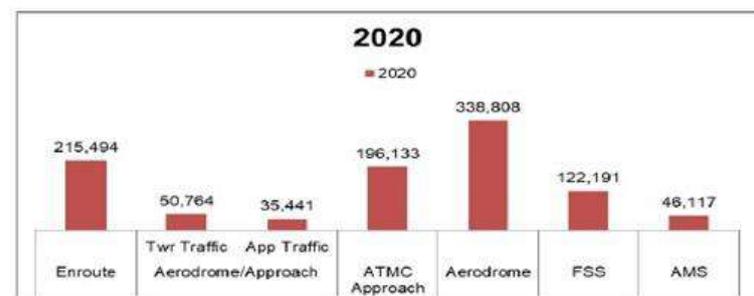


Table 5

2021		
Enroute		199,710
Aerodrome/ Approach	Twr Traffic	54,948
	App Traffic	37,309
ATMC Approach		134,216
Aerodrome		414,874
FSS		86,500
AMS		NO DATA

Note:
ATMC Approach total aircraft movement as of October 2021.

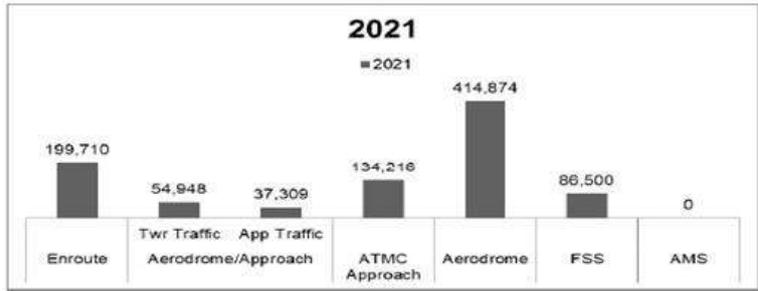
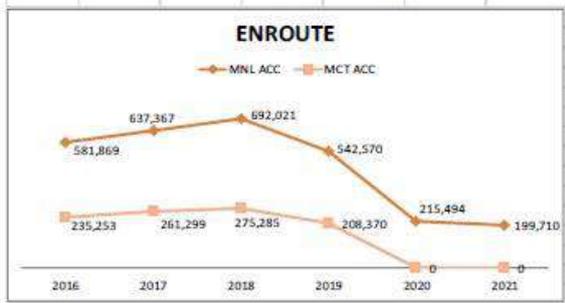


Table 6

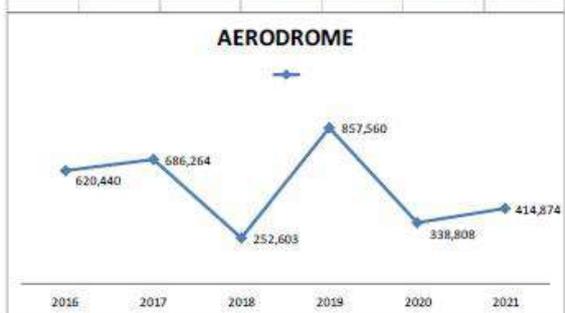
	2016	2017	2018	2019	2020	2021
MNL ACC	581,869	637,367	692,021	542,570	215,494	199,710
MCT ACC	235,253	261,299	275,285	208,370	0	0



	2016	2017	2018	2019	2020	2021
Tower	combined	310,153	726,554	318,011	50,764	54,948
Approach		564,025	611,957	248,203	35,441	37,309
ATMC		0	0	0	196,133	134,216



	2016	2017	2018	2019	2020	2021
	620,440	686,264	252,603	857,560	338,808	414,874



	2016	2017	2018	2019	2020	2021
FSS	67,719	96,535	169,927	182,341	122,191	86,500



	2016	2017	2018	2019	2020	2021
AMS	267,537	300,063	289,817	167,545	46,117	no data

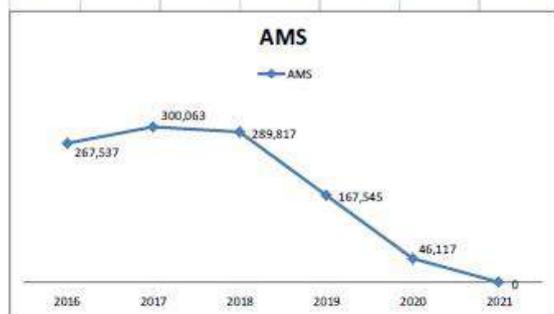


Figure 3

Air Transport

In 2021, Philippines had approximately 84759 scheduled commercial departures. This is an decrease of -29.8 % from 2020. During the last 5 years, departures have increased on average by -17.5 % annually.



20.8% of departures are international and 23.4% are regional within RASG-APAC.

74.1% of international departures were performed by operators from Philippines. The majority were conducted by PHILIPPINE AIRLINES, INC.



Figure 4

<https://portal.icao.int/space/Pages/State-Traffic.aspx>

1.7.4 Air operator certificates (AOCs)

There are currently forty-three (43) air operator certificates (AOCs) issued by CAAP, and of those there are sixteen (16) issued to operators conducting international commercial air transport operations. (*see Appendix H*)

1.7.5 Aircraft types operating in Philippine airports

The Philippines also has fourteen (14) operators, which operate domestic air taxi services, primarily on turboprop aircraft, as well as eleven (11) helicopter operators. There are seventy-three (73) heliports registered in the Philippines. (*see Appendix D*)

1.7.6 Philippine PBN implementation

Philippines

94.4% PBN Runways (17/18)

View airports: All (9) Bohol-Panglao Diosdado Macapagal Intl Francisco Bangoy Intl Iloilo Kalibo Intl Laoag Intl Mactan-Cebu Intl Ninoy Aquino Intl Puerto Princesa Intl



Figure 5

<https://portal.icao.int/space/Pages/PBN-Status.aspx>

PBN Implementation

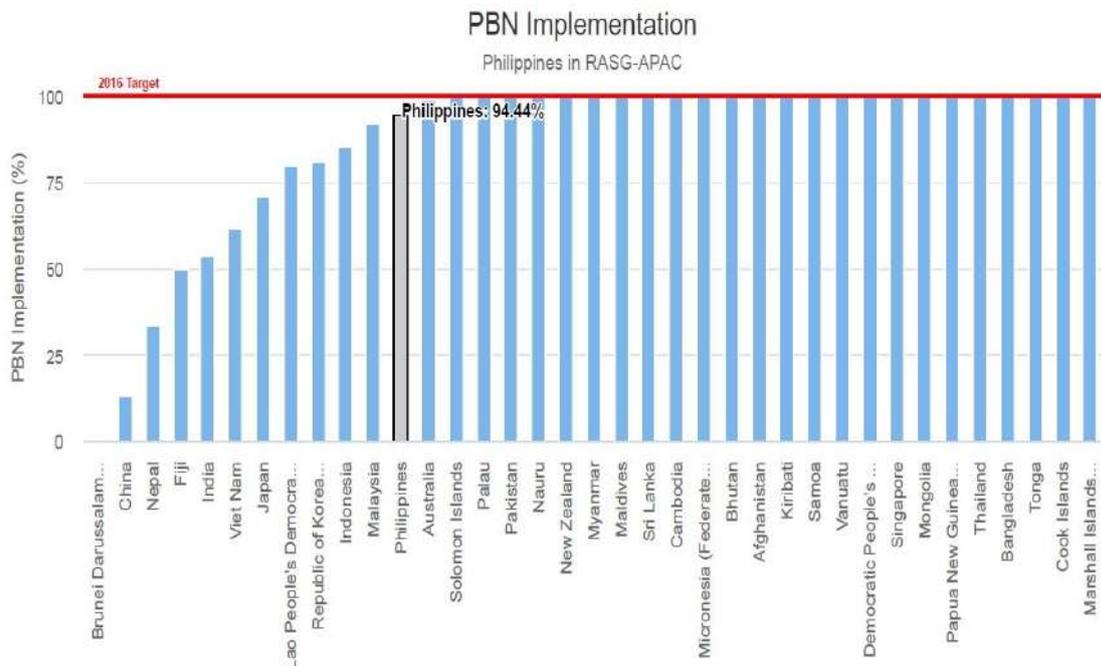


Figure 6

<https://portal.icao.int/space/Pages/State-Safety-Briefing-2018.aspx>

Common challenges in the Philippines include:

1. The insufficient number of qualified inspectors to perform oversight functions.
2. Insufficient budget to conduct oversight functions.
3. Insufficient trainings for oversight personnel.
4. Lack of tools (hardware and software) necessary for implementation of effective State Safety Oversight and SSP.
5. AAIB not an independent Accident and Investigation Authority.
6. Ineffective enforcement policy implementation.

Chapter 2: Purpose of the CAAP's National Aviation Safety Plan

2.1 PURPOSE

The NASP is the master planning document containing the strategic direction of CAAP for the management of aviation safety for a period of three (3) years (2022 to 2025). This plan lists national safety issues, sets national aviation safety goals and targets, and presents a series of safety enhancement initiatives (SEIs) to address identified safety deficiencies and achieve the national safety goals and targets.

The CAAP addresses all aspects of air transport at the State-level with the objective of providing a clear and comprehensive planning and implementation strategy for the future development of the entire civil aviation sector. The NASP contains in-depth information specific to aviation safety aspects that are referenced in CAR-SM.

The NASP has been developed using international safety goals and targets and HRCs from both the GASP (www.icao.int/gasp) and the AP-RASP. These are highlighted in the text, where applicable. The SEIs listed in the NASP support the improvement of safety at the wider regional and international levels and include several actions to address specific safety risks and recommended SEIs for individual States set out in the AP-RASP, https://www.icao.int/APAC/RASG/Documents/Draftv4a_AP-RASP%202020-2022.pdf. CAAP has adopted these SEIs and has included them in this plan. Cross-references are provided to the AP-RASP for individual SEIs where relevant.



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Chapter 3: Strategic Approach to Managing Aviation Safety

The NASP presents the SEIs that were developed based on the organizational challenges (ORG) and operational safety risks (OPS), as presented in the ICAO global aviation safety roadmap, as well as State-specific issues identified by CAAP. This plan is developed and maintained by CAAP, and will be coordinated to all stakeholders and is updated at least every three (3) years.

The NASP includes the following national safety goals and targets, for the management of aviation safety, as well as a series of indicators to monitor the progress made towards their achievement. They are tied to the goals, targets and indicators listed in the GASP and the AP-RASP and include additional national safety goals, targets and indicators.

Goal	Target	Indicators	Link to GASP and RASP
G1. Achieve a continuous reduction of operational safety risks	G1.1 Maintain a decreasing trend of the national accident rate	<p>G1.1.1 Number of accidents occurring in per 10,000 departures</p> <p>G1.1.2 Number of fatal accidents</p> <p>G1.1.3 Rate of fatal accidents per 10,000</p> <p>G1.1.4 Number of fatalities per passengers carried (fatality rate)</p> <p>G1.1.5 Percentage of occurrences related to high risk categories (HRCs)</p>	<p>This goal is linked to Appendix B – Operational Safety Risks (OPS) Roadmap of the GASP.</p> <p>This goal is linked to Ops Roadmap, Regional Goal I: Reduction in Operational Risks of the AP-RASP. A.I.1*; A.I.9* - 17*.</p>
G2. Strengthen the State's safety oversight capabilities	G2.1 To improve score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system with focus on priority PQs on ORG, AIG, ANS	<p>G2.1.1 Overall EI score for the State</p> <p>G2.1.2 80% of priority PQs implemented by CAAP</p> <p>G2.1.3 80% of required CAPs submitted by CAAP (using OLF)</p>	<p>This goal is linked to SEI-7-; SEI-8; SE-I-9 of the GASP.</p> <p>This goal is linked to the Org Roadmap, Regional Goal II: Improvements to safety oversight and compliance of the AP-RASP.</p>

	and AGA areas G2.2 Reach a safety oversight index of Air Navigation greater than 1.		
G3. Implement effective State safety programmes (SSP).	G3.1: SSP foundation implementation G3.2: By 2023, To implement an effective SSP.	G3.1.1 By 2023, 80% EI in all audit areas G3.2.1 By 2025, 100% EI in all audit areas	This goal is linked to 1. States, SEI-1 Phase-2 Implementation of a safety oversight system (CE-6 to CE-8) of the GASP. This goal is linked to the Org Roadmap, Regional Goal II: Improvements to safety oversight and compliance of the AP-RASP.
G4. Increase collaboration with other States in the region through ICAO APAC initiatives to enhance safety.	G4.1: By 3 rd Quarter of 2022, the Philippines to contribute information on safety risks, including SSP safety performance indicators (SPIs) to the AP-RASG (Asia-Pacific Regional Aviation Safety Group) G4.2 By 3 rd Quarter of 2022, the Philippines with effective safety oversight capabilities and an effective SSP, to actively lead RASGs safety risk	G4.1.1 Number of States contributing information on safety risks to AP-RASG. G4.1.2 Number of Sates that are sharing their SSP SPIs with AP-RASG. G4.1.3 Number of States forwarding information on safety matters to Sates, AP-RASG or other stakeholders. G4.2.1 Number of Sates with effective safety oversight capabilities and an effective SSP, leading AP-RASG safety risk management activities.	This goal is linked to SEI – 4: 4D, 4E, 4F SEI – 7: 7D, 7E SEI – 8: 8C SEI – 10: 10B SEI – 12: 12A, 12E, 12F of the GASP. This goal is linked to SEI – 1: 7D, 7E of the AP-RASP.

	management activities		
G5. Expand the use of industry programs.	<p>G5.1 By 2025, all service providers to use globally harmonized SPIs as part of their safety management system (SMS)</p> <p>G5.2 By 2025, increase the number of service providers participating in the corresponding ICAO-recognized industry assessment programs.</p>	<p>G5.1.1 Number of service providers using globally harmonized metrics for their SPIs.</p> <p>G5.2.1 Number of service providers participating in the corresponding ICAO-recognized industry assessment programs.</p>	<p>This goal is linked to the Goal 5: Expand the use of industry programs of the GASP.</p> <p>This goal is linked to the A.II.3: Encourage IATA, IOSA and ISAGO registration of the AP-RASP.</p>
G6. Ensure the appropriate infrastructure is available to support safe operations.	<p>G6.1. By 2024, To achieve 100% PBN implementation.</p> <p>G6.2: By 2024, That all international aerodromes be certified.</p> <p>G6.3. By 2024, That all international airports' SMS are acceptable.</p>	<p>G6.1.1 100% PBN implementation.</p> <p>G6.2.1 100% certification of international airports operating in the Philippines (includes temporary certification).</p> <p>G6.3.1 Achieve at least an 80% effective SMS implementation of all international airports operating in the Philippines.</p>	<p>This goal is linked to 1. States, SE-I-10 of the GASP.</p> <p>This goal is linked to the Org Roadmap, Regional Goal V: Enhanced aviation infrastructure (physical and institutional).</p>
G7. Establishment of an independent	G7.1: By 2024, an independent	G7.1.1 Executive or legislative	This goal is linked to 1. States, SEI-3; SEI-4;

<p>accident and investigation authority.</p>	<p>accident and investigation body should be established.</p> <p>G7.2: Develop an effective system to promulgate technical guidance and tools, and provide safety-critical information needed for technical personnel to effectively conduct accident and incident investigations.</p> <p>G7.3: Establish an effective system to attract, recruit, train and retain qualified and sufficient technical personnel to support accident and incident investigations.</p>	<p>mandate for the establishment of an independent accident and investigation authority.</p> <p>G7.3.1 100% hiring of qualified and sufficient technical personnel.</p>	<p>SEI-5 of the GASP.</p> <p>This goal is linked to the Org Roadmap, Regional Goal V: Enhanced aviation infrastructure (physical and institutional).</p>
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Chapter 4: National Operational Safety Risks

4.1 Safety Enhancement Initiatives (SEIs)

The NASP includes SEIs that address national operational safety risks, derived from lessons learned from operational occurrences and from a data-driven approach for proactive safety management. These SEI may include actions such as: rule-making, policy development, targeted safety oversight activities, safety data analysis, and safety promotion. Separate sections are provided to address commercial air transport and general aviation, in order to make the information more accessible to stakeholders.

CAAP publishes an Annual Safety Report, available on the CAAP website (<https://caap.gov.ph/>).

The summary of accidents and serious incidents that occurred in the Philippines and those for aircraft registered in CAAP involved in commercial air transport and aircraft involved in general aviation is shown in the table below.

Commercial air transport occurrences in the Philippines			
Year	Fatal accidents	Non-fatal accidents	Serious incidents
[2015 to 2019, average]	1	11	12
General aviation aircraft occurrences in the Philippines			
Year	Fatal accidents	Non-fatal accidents	Serious incidents
[2015 to 2019, average]	12	67	10
Occurrences involving commercial air transport aircraft registered in the Philippines			
Year	Fatal accidents	Non-fatal accidents	Serious incidents
[2015 to 2019, average]	1	10	11
Occurrences involving general aviation aircraft registered in the Philippines			
Year	Fatal accidents	Non-fatal accidents	Serious incidents
[2015 to 2019, average]	12	67	10

Table 5

4.2 National Aviation Safety Roadmap (CAA Philippines)

The national aviation safety roadmap comprises an action plan to help the Philippines achieve its NASP safety goals and an acceptable level of safety performance. It is divided into two: the Operational (OPS) and the Organizational (ORG) components are in line with the GASP and AP-RASP.

In order to address the national operational safety risks listed above, CAAP identified the following contributing factors leading to HRCs and will implement a series of SEIs, some of

which are derived from the ICAO OPS roadmap, contained in the GASP.

Each SEI comprises specific actions that the Philippines intends to undertake to improve State safety performance.

HRC 1: Controlled flight Into Terrain (CFIT) is an in-flight collision with terrain, water or obstacle without indication of loss of control. CFIT occurs when an airworthy aircraft under the complete control of the pilot is inadvertently flown into terrain, water, or an obstacle. The pilots are generally unaware of the danger until it is too late.

1) Contributing factors:

- a) Procedure design and documentation
- b) Pilot disorientation/ flight crew errors/ workload
- c) Adverse weather
- d) Equipment requirements for aircraft with ground proximity warning system
 - Terrain avoidance warning systems (TAWS)
- e) Undesired aircraft state
- f) ATC-induced situation
- g) Failure to use standard phraseology

HRC 2: Loss of control in-flight (LOC-I) refers to accidents in which the flight crew was unable to maintain control of the aircraft in flight, resulting in an unrecoverable deviation from the intended flight path. It is one of the most complex accident categories, involving numerous contributing factors that act individually or, more often, in combination. Reducing this accident category, through understanding of causes and possible intervention strategies, is an industry priority.

1) Contributing factors

- a) airplane systems induced
- b) environmentally induced
- c) mechanical failure
- d) aircraft upset conditions
- e) inappropriate crew actions or response or pilot/human-induced

HRC 3: Mid-air collision (MAC) is an aviation accident category defined as a collision between aircraft in flight. Mid-air collisions can be the result of a level bust due to a loss of separation between aircraft. This accident category is rare but when it occurs, it is catastrophic.

1) Contributing factors:

- a) Traffic conditions
- b) Air Traffic Controller (ATC) workload
- c) Aircraft equipment
- d) Flight crew training

HRC 4: Runway excursion is a veer off or overrun off the runway surface and occurs when an aircraft departs the runway-in-use during take-off or landing run. The excursion may be intentional or unintentional. The high number of accidents resulting from runway excursions involving commercial air transport aeroplanes has led to several initiatives regarding runway safety.

- 2) Contributing factors:
 - a) Unstabilized approaches
 - b) Runway condition

HRC 5: Runway incursion is defined as any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of an aircraft. Incursions produce an increased risk of collision for aircraft occupying the runway. Although statistically very few runway incursions result in collisions, there is a high fatality risk associated with these events.

- 3) Contributing factors:
 - a) Aerodrome layout/design
 - b) Pilot induced
 - c) ATC induced
 - Multiple simultaneous line-ups
 - Conditional clearances
 - Simultaneous use of runway
 - Late issuance of or late changes to departure clearances
 - d) Use of non-standard phraseology
 - e) Vehicle driver-induced situation
 - f) Weather
 - g) English language competence

The full list of the SEIs is presented in the Appendix A and B to the NASP.

National OPS Roadmap

The OPS roadmap details the Philippines' SEIs to meet global, regional and national goals related to the continuous reduction of operational safety risks, including risk management activities associated with ICAOs HRC occurrences. It addresses operational safety risks and is based on the HRCs identified. (*see Appendix A*)

National ORG roadmap

The ORG roadmap details Philippines' SEIs associated with CAAP's safety oversight capabilities and the implementation of the State's SSP, including industries' implementation. (*see Appendix B*)

Emerging Issues

The NASP also addresses emerging issues. Emerging issues include concepts of operations, technologies, public policies, business models or ideas that might impact safety in the future, for which insufficient data exists to complete typical data-driven analysis. It is important that

CAAP remain vigilant on emerging issues to identify potential safety risks, collect relevant data and proactively develop mitigations to address them.

1) Bird strikes and Other Wildlife

A wildlife strike is a collision between an animal and an aircraft which is in flight or on a take-off or landing roll. The term describes such events was initially bird strike since this was the most common scenario. However, the increased number of flights and airfields used resulted, among other things, in the increase of collisions between aircraft and animals other than birds.

Wildlife strikes may occur during any phase of flight but are most likely during the take-off, initial climb, approach and landing phases. The reason is that most birds fly at lower levels and other animals can only hit an aircraft while on the ground.

Wildlife strikes can be a significant threat to safety of aircraft. The impact of wildlife strike has been experienced to cause:

- o Cracked or broken windshield and consequently, depressurization and possibly pilot injury;
- o Engine failure due to ingestion, resulting in aborted take-off or emergency landing;
- o Structural damage to the fuselage, control surfaces or landing gear which could potentially lead to depressurization, loss of control or emergency landing;
- o Other effects, for example blockage of pitot static system air intakes which can cause erroneous instrument readings.

Year	WILDLIFE (Bird strike Only)	Other Wildlife (Dog, Cat and Cow)	TOTAL
2017 - 2018	218	66	284
2019	150	107	257
2020	18	6	24
2021	104	12	116

Table 6

Chapter 5: Other Safety Issues

5.1 Critical elements

In addition to the national operational safety risks listed in the NASP, CAAP has identified other safety issues and initiatives selected for the NASP. These are given priority in the NASP since they are aimed at enhancing and strengthening CAAP's safety oversight capabilities and the management of aviation safety at the national level.

The eight critical elements (CEs) of a safety oversight system are defined by ICAO. CAAP is committed to the effective implementation of these eight CEs, as part of its overall safety oversight responsibilities, which emphasize CAAP's commitment to safety in respect of its aviation activities. The eight CEs are presented in the figure below.



Figure 7. Critical elements of a State's safety oversight system

The latest ICAO activities, which aim to measure the effective implementation of the eight CEs of CAAP's safety oversight system, as part of the ICAO Universal Safety Oversight Audit Programme (USOAP), have resulted in the following scores:

Overall EI score							
67.8 %							
EI score by CE							
CE-1	CE-2	CE-3	CE-4	CE-5	CE-6	CE-7	CE-8
82.14%	88.73%	68.52%	56.76%	82.65%	74.05%	35.87%	38.89%

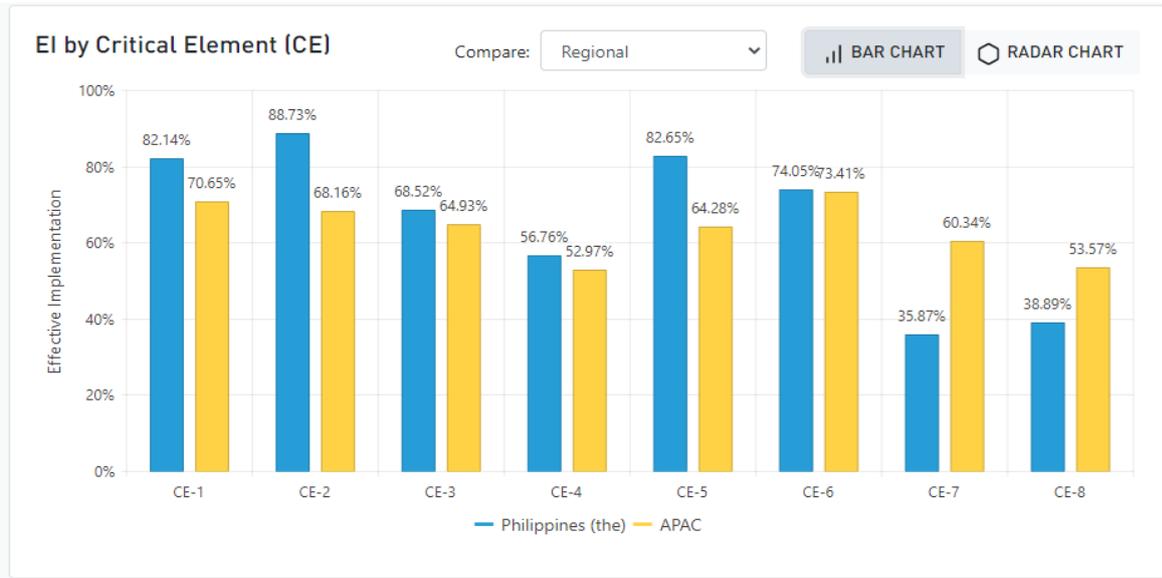


Figure 8

EI score by audit area ¹							
LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
100%	75%	80.88%	80%	89.13%	67.14%	45.28%	45.87%

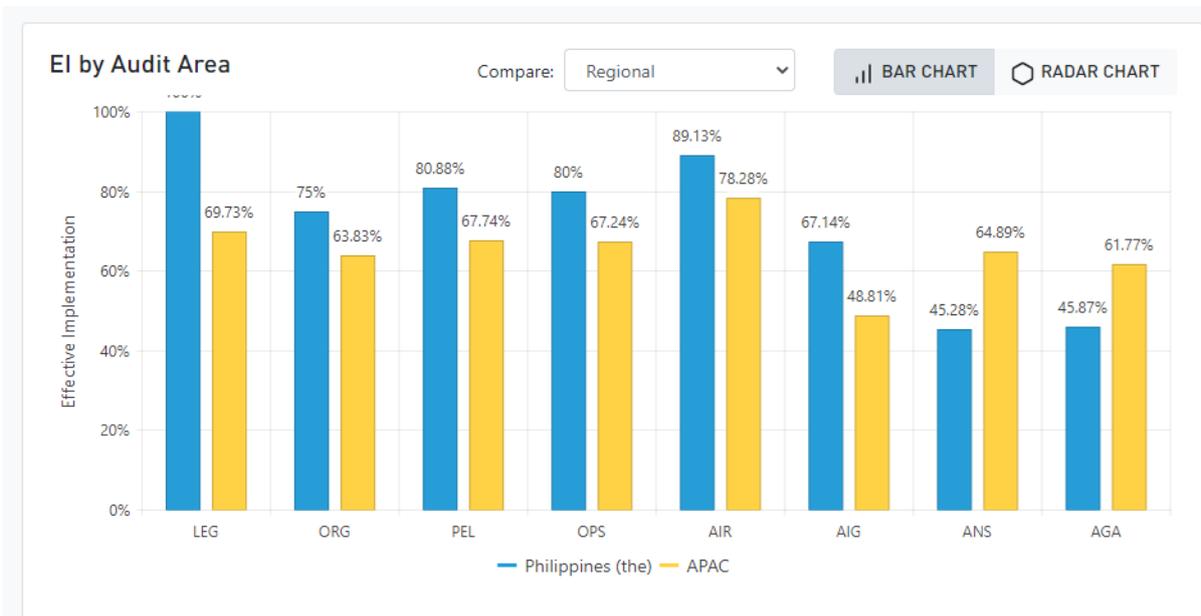


Figure 9

The safety oversight index of a State is an ICAO indicator of its safety oversight capabilities. Every State audited by ICAO has a safety oversight index (SOI). It is a number greater than zero where the number one represents a level at which the safety oversight capabilities of a

¹ Eight audit areas pertaining to USOAP, i.e. primary aviation legislation and civil aviation regulations (LEG), civil aviation organization (ORG); personnel licensing and training (PEL); aircraft operations (OPS); airworthiness of aircraft (AIR); aircraft accident and incident investigation (AIG); air navigation services (ANS); and aerodromes and ground aids (AGA).

State would indicate the minimum expected capabilities considering the number of departures as an indication of the size of that State's aviation system. The calculations conducted by ICAO of the Philippines' SOI have resulted in the following scores:

Safety Indexes

Safety Indexes provide a risk-based prioritization of operational, air navigation and support related USOAP areas. In each of the 3 functional areas, a State is given a target effective implementation score which is calculated based on a global linear regression of traffic versus effective implementation of all ICAO Member States.

A State with a high safety index over 1 would be considered to have sufficient regulatory controls in place to cover its existing traffic volume. A State with a low safety index below 1 would be considered to have an insufficient oversight system taking into consideration its traffic volume.

 Philippines has a high Safety Index in only two areas. In the area of air navigation (ANS/AGA), the EI should be increased at least by 15.17%.



Figure 10

5.2 Other issues identified

5.2.1 Ineffective enforcement policy implementation.

The CAAP is performing the job of both the regulator and the service provider of Aerodrome operations and Air Navigation Services which is hindering the effective safety oversight of those service providers especially regarding enforcement policy.

Actions:

- a. Strict implementation of the enforcement policy

5.2.2 Same Accountable executive for both the SSP and ANSP SMS.

Actions:

- a. Consider revising the Accountable Executive for ANSPs as mandated in the CAAP Board Resolution.
- b. Clearly identify and include in the resolution the strategic allocation of resources in accordance with CAR-SM.



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Chapter 6: Monitoring Implementation

The Civil Aviation Authority of the Philippines (CAAP) will continuously monitor the implementation of the SEIs listed in the NASP and measure safety performance of the national civil aviation system, to ensure the intended results are achieved, using the mechanisms presented in the appendix to this plan.

In addition to the above, the CAAP will review the NASP every three (3) years or earlier, if required, to keep the identified operational safety risks, safety issues and selected SEIs updated and relevant. The CAAP will periodically review the safety performance of the initiatives listed in the NASP to ensure the achievement of national safety goals and targets. If required, CAAP will seek the support of RASG, RSOO and industry to ensure the timely implementation of SEIs to address safety deficiencies and mitigate risks. Through close monitoring of the SEIs, CAAP will make adjustments to the NASP and its initiatives, if needed, and update the NASP accordingly.

CAAP will use the indicators listed in Section 3 of this plan to measure safety performance of the civil aviation system and monitor each national safety target. A periodic annual safety report will be published to provide stakeholders with relevant up-to-date information on the progress made in achieving the national safety goals and targets, as well as the implementation status of the SEIs.

In the event that the national safety goals and targets are not met, the root causes will be presented. If the Philippines identifies critical safety risks, reasonable measures will be taken to mitigate them as soon as practicable, possibly leading to an unscheduled revision of the NASP.

The Philippines adopted a standardized approach to provide information at the regional level, for reporting to the AP-RASG. This allows the region to receive information and assess safety risks using common methodologies.

Any questions regarding the NASP and its initiatives, and further requests for information may be addressed to the following:

Civil Aviation Authority of the Philippines (CAAP)
Old MIA Road corner Ninoy Aquino Avenue, Pasay City, Metro Manila, Philippines 1300
Telephone: (+632) 944-2030
Email: www.caap.gov.ph



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Appendix A

National OPS roadmap

Safety Enhancement Initiative (SEI)	Mitigate contributing factors to Controlled Flight Into Terrain (CFIT)	
SEI #	1	
Critical Element	CE-2; CE-5	
Stakeholders	<ul style="list-style-type: none"> • CAAP • AAIIB • Aircraft owners/operators 	
Actions	Responsible agency/entity	Target date
1.1. Implement CFIT safety actions.	CAAP Aircraft owners/operators	2023
1.2. Improve flight data analysis program (FDAP) guidance to encourage operators to consider precursors as part of FDAP.	CAAP Aircraft owners/operators	2023
1.3. Improve airworthiness regulatory.	CAAP	2023
1.4. Expound existing regulatory requirements for Terrain Awareness and Warning System (TAWS) to aircraft.	CAAP	2023
1.5. Ensure the timeliness of updates and accuracy of Electronic terrain and Obstacle Data (eTOD).	Aircraft owners/operators	2023
1.6. Identify other contributory factors.	CAAP AAIIB Aircraft owners/operators	2023
NASP reference	G1	
GASP reference	SEI-CFIT (States) – Mitigate contributing factors to the risk of CFIT. Appendix B Operational Safety Risks (OPS) Roadmap 1.	
AP-RASP reference	Goal I, Reduction in Operational Risks A.I.1*, A.I.9*-17*	
Other references	PCAR Part 13; IS:13.175-3 (3)	

Safety Enhancement Initiative (SEI)	Mitigate contributing factors to Loss of Control In-flight (LOC-I)		
SEI #	2		
Critical Element	CE-2; CE-5		
Stakeholders	<ul style="list-style-type: none"> • CAAP • AIB • Aircraft owners/operators • ATO • AMO 		
Actions	Responsible agency/entity	Target date	
2.1. Improve flight data analysis program (FDAP) guidance to encourage operators to consider LOC-I as part of FDAP.	CAAP Aircraft owners/operators	2023	
2.2. Increase the effectiveness of airworthiness regulatory oversight.	CAAP	2023	
2.3. Conduct a campaign surveillance and education campaign on aircraft engine reliability, maintenance and overhaul.	CAAP ATO AMO Aircraft owners/operators	2023	
NASP reference	G1		
GASP reference	SEI-LOC-I (States) – Mitigate contributing factors to Loss of Control In-Flight accidents and incidents. Appendix B Operational Safety Risks (OPS) Roadmap 1.		
AP-RASP reference	Goal I, Reduction in Operational Risks A.I.1*, A.I.2*-4*		
Other references	PCAR Part 13 IS: 13.175-1 (5)		

Safety Enhancement Initiative (SEI)	Mitigate contributing factors to Mid-Air Collisions (MAC) accidents and incidents		
SEI #	3		
Critical Element	CE-2; CE-5		
Stakeholders	<ul style="list-style-type: none"> • CAAP (ATC, CNS, CATC) • AAIIB • Aircraft owners/operators • ATO • AMO 		
Actions	Responsible agency/entity	Target date	
3.1 Implement MAC safety actions: <ul style="list-style-type: none"> a) Establish guidance and regulations to ensure aircraft are equipped with airborne collision avoidance system (ACAS), in accordance with PCAR or CAR-ANS. b) Ensure adherence to ACAS warning procedures. c) Promote improvement of communications systems and procedures, such as controller-pilot data link. 	CAAP Aircraft owners/operators ATO AMO	2023	
3.2 Identify additional contributing factors: <ul style="list-style-type: none"> a) Traffic conditions b) ATC performance - ATC systems c) Flight crew training d) Aircraft equipment e) Navigation structure f) Surveillance g) Flight plan processing h) Airspace i) Flight in adverse environment conditions 	CAAP (ATS, CNS, CATC) ATO AMO Aircraft owners/operators	2023	
NASP reference	G1		
GASP reference	SEI-LOC-I (States) – Mitigate contributing factors to MAC accidents and incidents. Appendix B Operational Safety Risks (OPS) Roadmap 1.		
AP-RASP reference			
Other references	PCAR Part 13 IS: 13.175-1 (5)		

Safety Enhancement Initiative (SEI)	Mitigate contributing factors to Runway Excursions (REs) and Runway Incursions (RIs) accidents and incidents		
SEI #	4		
Critical Element	CE-2; CE-5		
Stakeholders	<ul style="list-style-type: none"> • CAAP (ATS, CNS, AIS) • AAIIB • Aircraft owners/operators • ATO • AMO • Airport operators 		
Actions	Responsible agency/entity	Target date	
4.1 Identification of hot spots at aerodromes and, if required, publish in the aeronautical information publication (AIP).	CAAP Airport Operators	2023	
4.2 Certification of aerodromes.	CAAP	2024	
4.3 Identification of other contributing factors.	CAAP Airport Operators Aircraft owners/operators Other stakeholders	2023	
NASP reference	G1 G7industr		
GASP reference	SEI-LOC-I (States) – Mitigate contributing factors to MAC accidents and incidents Appendix B Operational Safety Risks (OPS) Roadmap 1.		
AP-RASP reference	Goal I, Reduction in Operational Risks A.I.5*-8*		
Other references	PCAR Part 13 IS:13.175-1 (iii) PCAR Part 13 IS:13. 175-3 (a)(4), (b)(1)(2) The Philippines' State Runway Safety Programme ICAO Doc 9870 Manual on the Prevention of Runway Incursions		

Appendix B

National ORG roadmap

Safety Enhancement Initiative (SEI)	Establishment of an independent Aircraft Accident and Inquiry Investigation Board		
SEI #	5		
Critical Element	CE-1; CE-3		
Stakeholders	<ul style="list-style-type: none"> • CAAP • AAIB 		
Actions	Responsible agency/entity	Target date	
5.1 Establish an independent accident and incident investigation authority in accordance with Annex 13 requirements (CE-1 and CE-3).	CAAP AAIB	2023	
5.2 Develop an effective system to promulgate technical guidance and tools and provide safety-critical information needed for technical personnel to effectively conduct accident and incident investigations.	AAIB	2023	
5.3 Establish an effective system to attract, recruit, train and retain qualified and sufficient technical personnel to support accident and investigations.	AAIB	2023	
NASP reference	G7		
GASP reference	SEI-3, 3A, 3B, 3C		
AP-RASP reference	Regional Goal V, A.V.7*		
Other references	PCAR Part 13		

Safety Enhancement Initiative (SEI)	Lacks Qualified Technical Personnel to support effective Safety Oversight		
SEI #	6		
Critical Element	CE-4		
Stakeholders	<ul style="list-style-type: none"> • CAAP 		
Actions	Responsible agency/entity	Target date	
6.1 Establish human resource plans to support hiring and retention of the appropriate number of qualified technical personnel required (CE-4).	CAAP (AANSOO/FSIS)		
6.2 Implement training policies and programmes for technical personnel and verify that the type and frequency of training successfully completed (i.e. initial, recurrent, specialized and on-the-job training) are sufficient to acquire/maintain the required qualifications and level of competence corresponding to the assigned duties and responsibilities of technical personnel (CE-4).	CAAP (AANSOO/FSIS)	2023	
6.3 Develop a process for assessing changing needs for qualified technical personnel requirements and develop procedures to update hiring, retention and training of personnel needs.	CAAP (AANSOO/FSIS)	2023	
NASP reference	G2, G3		
GASP reference	SEI-5, 5E, 5F, 5G		
AP-RASP reference			
Other references	CAR-ANS Part 1		

Safety Enhancement Initiative (SEI)	Strategic allocation of resources to enable effective safety oversight		
SEI #	7		
Critical Element	CE-3		
Stakeholders	<ul style="list-style-type: none"> • CAAP • Resource stakeholders 		
Actions	Responsible agency/entity	Target date	
7.1 Confirm executive or legislative mandate to receive financial resources from government or other external sources and expend them. (CE-1).	CAAP (AANSOO/FSIS)	2023	
7.2 Establish a process for the resource planning and allocation in alignment with a competent authority's organizational structure, which is required to conduct effective safety oversight (CE-2 and CE-3).	CAAP (AANSOO/FSIS)	2023	
7.3 Obtain a sustainable and stable source of financing through commitments from the national and agency leadership and other stakeholders.	CAAP (AANSOO/FSIS)	2024	
7.4 Develop a process for assessing changing resource requirements and sustain necessary coordination with resource stakeholders for safety oversight improvements.	CAAP (AANSOO/FSIS)	2024	
NASP reference	G2, G3		
GASP reference	SEI-4, 4A, 4B, 4C, 4D		
AP-RASP reference			
Other references	CAR-ANS Part 1		

Safety Enhancement Initiative (SEI)	Continued implementation of and compliance with ICAO SARPs at the National level.		
SEI #	8		
Critical Element	CE-6; CE-7; CE-8		
Stakeholders	<ul style="list-style-type: none"> • CAAP 		
Actions	Responsible agency/entity	Target date	
8.1 Review enforcement policy and amend if necessary. 8.2 Continuous implementation of regulatory oversight and enforcement processes.	CAAP (AANSOO/FSIS/ELS/OSI)	Currently	
NASP reference	G2, G3		
GASP reference	SEI-9, 9B		
AP-RASP reference			
Other references			

Safety Enhancement Initiative (SEI)	Encourage industry participation in defined industry programmes		
SEI #	9		
Critical Element			
Stakeholders	<ul style="list-style-type: none"> • CAAP • Industry 		
Actions	Responsible agency/entity	Target date	
9.1 Define how participation in industry programmes can be used to inform State oversight.	CAAP (AANSOO/FSIS) Resource stakeholders	2025	
9.2 Promote participation in industry programmes.			
NASP reference	G5		
GASP reference	SEI-6: 6C, 6D, 6E, 6F SEI-15: 15D SEI-18: 18F SEI-20: 20B, 20D SEI-21: 21C		
AP-RASP reference	A.IV.1* SEI-2C, 3B, 7C		
Other references			

Appendix C

Emerging Issues

Safety Enhancement Initiative (SEI)	Bird strike and other Wildlife	
SEI #	10	
Critical Element		
Stakeholders	<ul style="list-style-type: none"> • CAAP • AAIIB • Aircraft owners/operators • Aerodrome operators 	
Actions	Responsible agency/entity	Target date
10.1. Perimeter fence designed to make aerodromes inaccessible to non-flying animals.	CAAP Aerodrome operators	2023
10.2. Reduction of plants that may provide shelter, grass management, employment of bird scaring techniques, etc.	CAAP Aerodrome operators	2023
10.3. Mitigate the effect of a strike on the aircraft by establishing relevant airworthiness requirements.	CAAP	2023
10.4. Observation of the maneuvering areas for birds and other animals and provision of information to flight crews.	CAAP Aircraft owners/operators	2023
10.5. Tactical defences against hazardous bird strikes for those who operate and fly transport aircraft. (Operators Checklist for Bird Strike Hazard management).	Aircraft owners/operators	2023
10.6. Collaborate with local communities in the implementation of off-airport bird and wildlife management activities including other government agencies.	CAAP LGUs Other concerned National Government Agencies	2023
NASP reference		
GASP reference		
AP-RASP reference		
Other references		

Appendix D

HELIPADS with Permit-to-Operate (PTO)

No.	Helipads / Helidecks	Location	Certificate No.
1	Angeles Beach Club Hotel Helipad	Don Juico Avenue, Malabanas, Angeles City	AGA-P-002H-2011
2	PAL Inflight Center Helipad	Roofdeck of PAL Inflight Center Building, MIA, Pasay City	AGA-P-004H-2011
3	Union Bank Plaza Helipad	Union Bank Plaza, Meralco Avenue, Ortigas Center, Pasig City	AGA-P-005H-2012
4	Pacific Plaza Condominium Helipad	Apartment Ridge, Ayala Avenue, Makati City	AGA-P-006H-2012
5	HHIC-PHIL (SUBIC) HELIPORT	Greenbeach 1, Redondo Peninsula, Zambales	AGA-P-007H-2012
6	Bayview Accommodation Helipad	Bayview, Barangay Bantigue, Pagbilao, Quezon	AGA-P-008H-2012
7	Pagbilao Power Station Helipad 1 & 2	Pagbilao, Quezon	AGA-P-009H-2012
8	The Medical City Helipad	Meralco Compound, Ortigas Avenue, Pasig City	AGA-P-010H-2012
9	Tower 1 – Ayala Triangle Helipad	Ayala, Makati City	AGA-P-011H-2012
10	Steag State Power Incorporated Helipad	Phividec Industrial Estate, Villanueva, Misamis Oriental	AGA-P-012H-2012
11	Sual Power Station Helipad	Brgy. Pangascasan, Sual, Pangasinan	AGA-P-013H-2012
12	St. Luke's Medical Center (BGC) Helipad	Bonifacio Global City	AGA-P-014H-2012
13	Quezon Power (Philippines), Limited Co., Surface Level (Jetty)	Brgy. Cagsiy I, Mauban, Quezon	AGA-P-016H-2013
14	NPC-Ilijan Helipad	Ilijan, Batangas City	AGA-P-017H-2013
15	San Juan City Hall Helipad	San Juan City Hall, San Juan City, Metro Manila	AGA-P-018H-2013
16	Padcal Mine Helipad	Camp 3, Tuba/Ampucao, Sitio Banget, Itogon, Benguet	AGA-P-019H-2014
17	eNtec Building Helipad	Block 15 Lot 15 to 18 Teresa Ave., cor. Don Juan Nepe Center, Angeles, Pampanga	AGA-P-021H-2014
18	Aboitiz Headquarters Helipad	Aboitiz Corporate Office, Gov. M. Cuenco Avenue, Brgy. Kasambagan, Cebu City	AGA-P-022H-2014
19	SMMCCI Helipad	Brgy. Tamamana, Municipality of Tubod, Surigao del Norte	AGA-P-023H-2014
20	Solaire 1 Helipad	Bagong Nayong Filipino, Entertainment City, Metro Manila	AGA-P-024H-2014
21	ICTSI Heliport	ICTSI Bldg., MICT South Access Road, Port of Manila Philippines	AGA-P-025H-2014
22	City of Dreams Manila Helipad	Aseana Ave., cor. Roxas Blvd., Parañaque City	AGA-P-026H-2015
23	The Globe Tower Helipad	The Globe Tower, 32 nd St., cor. 7 th Ave., Bonifacio Global City, Taguig	AGA-P-027H-2015
24	Acacia Hotel Manila Helipad	5400 East Drive corner East Avenue, Filinvest Corporate City, Alabang	AGA-P-028H-2015
25	Iglesia ni Cristo (I.N.C.) Helipad	No. 1 Central Avenue, New Era, Quezon City, Metro Manila	AGA-P-029H-2015
26	ABS-CBN Helipad	Eugenio Lopez Jr. Communication Center (ELJCC) Building, Mother Ignacia Street, Brgy. South Triangle	AGA-P-030H-2015

27	SMC Helipad	SMC Corporate Center, No. 40, San Miguel Avenue, Mandaluyong City	AGA-P-031H-2015
28	GMCP Helipad	Brgy. Alas-Asin, Mariveles, Bataan	AGA-P-032H-2015
29	SMPC Helipad	San Miguel Properties Center Condominium Corporation # 7 St., Francis St., Ortigas	AGA-P-033H-2015
30	The Peninsula Manila Helipad	Corner Ayala and Makati Avenues, 1226 Makati City	AGA-P-034H-2015
31	Quezon Power (Philippines), Limited Co. Yard 3 Helipad	Barangay Cagsiy I, Mauban, Quezon	AGA-P-037H-2015
32	Sofitel Helipad	Sofitel Helipad, CCP Complex Roxas Boulecard, Pasay City	AGA-P-038H-2015

No.	Helipads / Helidecks	Location	Certificate No.
33	V & A Law Center Helipad	V & A Law Center Bldg., 39 th street corner 11 th Avenue, Taguig City	AGA-P-039H-2016
34	SM North Edsa Helipad	SM North Edsa	AGA-P-040H-2016
35	Manila Hotel Helipad	One Rizal Park, Manila	AGA-P-041H-2016
36	SM MOA South Building Helipad	SM Mall of Asia South Building, Bay City, Pasay City, Metro Manila	AGA-P-042H-2016
37	Joy Nostalg Center Heliport	17 ADB Ave., Ortigas Center, Pasig City	AGA-P-043H-2016
38	Ecoplaza Helipad	2305 Don Chino Roces Avenue, Magallanes, Makati City	AGA-P-044H-2016
39	Rockwell Rizal Tower Helipad	Rizal Tower, 31 Residential Drive Rockwell Center, Barangay Poblacion, Makati	AGA-P-045H-2016
40	Pacific Star Building Helipad	Sen. Gil Puyat corner Makati Avenue, Makati City	AGA-P-046H-2016
41	Eton Cyberpod Centris Three Helipad	8/F Allied Bank Center, 6754 Ayala Avenue, Makati City	AGA-P-047H-2016
42	SM Megamall Helipad	SM Megamall Building A, Edsa corner Dona Julia Vargas, Ortigas Center	AGA-P-048H-2016
43	Solaire 2 Helipad	Solaire Resorts and Casino, 1 Aseana Avenue, Entertainment City, Parañaque City	AGA-P-049H-2016
44	Boracay HelicopterAdventures (BHA) Helipad	Sitio Ilig-Iligan, Barangay Yapak, Boracay Island, Malay, Aklan	AGA-P-050H-2016
45	Conrad Manila Helipad	Seaside Boulevard cor. Coral Way, Mall of Asia Complex, Pasay City	AGA-P-051H-2016
46	SM City Lucena Helipad	Maharlika Highway corner Dalahican Road, Brgy. Ibabang Dupay, Lucena City, Quezon	AGA-P-052H-2017
47	SM City Lipa Helipad	Ayala Highway (formerly Jose P. Laurel Highway), Brgy. Marawoy, Lipa City, Batangas	AGA-P-053H-2017
48	SM City Batangas Helipad	Highway Road, Brgy. Pallocan West, Batangas City	AGA-P-054H-2017
49	SM City Cabanatuan Helipad	Maharlika Highway, Km. 112, Barangay H. Concepcion, Cabanatuan City, Nueva Ecija	AGA-P-055H-2017
50	Discovery Primea Hotel Condominium Helipad	6749 Ayala Avenue, Makati City, 1226 Philippines	AGA-P-056H-2017
51	Meralco Center Helistop	Meralco Center, Ortigas Avenue, Pasig City	AGA-P-057H-2018
52	DMC UPDI Helipad	Block 5 Lot 3 & 5 38 th Street, 1128 University Parkway North Bonifacio Global City, Taguig	AGA-P-058H-2018

53	Anvaya Cove Surface Level Helipad	Barangay Sabang and Mabayo, Morong, Bataan	AGA-P-059H-2018
54	SM City Clark Helipad	SM City Clark, M.A. Roxas Ave. Clark Freeport, Angeles City, Pampanga	AGA-P-060H-2018
55	SM Trece Martires Helipad	Governors Drive corner Capitol Road, Brgy. San Agustin, Trece Martires, Cavite	AGA-P-061H-2019
56	Winford Manila Resort and Casino Helipad	MJC Drive, San Lazaro Tourism and Business Park, Sta. Cruz, Manila	AGA-P-062H-2019
57	MPPCL Surface Level Helipad	Brgy. Bani, Masinloc, Zambales	AGA-P-063H-2019
58	RBCS Elevated Helipad	Sheridan St. cor. United St., Brgy. Highway Hills, Mandaluyong City	AGA-P-064H-2019
59	LionAir Coron Surface Level Helipad	Barangay VI, Mabentangen Rd., Coron, Palawan	AGA-P-065H-2019
60	Bayantel Telecommunication Plant Helipad	Bayan Building, 234 Roosevelt Ave., San Francisco del Monte, Quezon City	AGA-P-066H-2019
61	Chinese General Hospital and Medical Center Elevated Helipad	289 Blumentritt St., Barangay. 372, Zone 37 District III, Sta. Cruz, Manila	AGA-P-067H-2019
62	Udenna Tower Helipad	Udenna Tower, Rizal Drive corner 4 th Ave., Bonifacio South BGC, Taguig City	AGA-P-068H-2019
63	SM City Rosales Helipad	Barangay Carmen Easy Rosales, Pangasinan	AGA-P-069H-2020
64	SM City Marikina Helipad	Marcos Highway, Brgy. Calumpang, Marikina City	AGA-P-070H-2020
65	SM City Taytay Helipad	Manila East Service Road, Brgy. Dolores, Taytay, Rizal	AGA-P-071H-2020
No.	Helipads / Helidecks	Location	Certificate No.
66	SM City Calamba Elevated Helipad	National Road, Brgy. Real, Calamba City	AGA-P-072H-2021
67	SM City Telabastagan Helipad	McArthur Hi-way, Brgy. Telabastagan, San Fernando, Pampanga	AGA-P-073H-2021
68	SM City San Mateo Heliport	56 Gen. Luna Ave., Brgy. Ampid, San Mateo, Rizal	AGA-P-074H-2021
69	SM Fairview Helipad	Barangay Quirino Highway Regalado Avenue, Greater Lagro, Quezon City	AGA-P-075H-2021
70	Wil Tower Elevated Helipad	Eugenio Lopez Drive, Dilima, Quezon City	AGA-P-076H-2021

NOTE: PTO is required for Helipad intending to accommodate Helicopters w/ not more than 9 passenger seating capacity.

Registered Helipad

No.	Helipads / Helidecks	Location	Certificate No.
1	Malampaya Platform Helideck	50 km from the shore of El Nido, Palawan	AGA-R-003H-2013
2	Rubicon Intrepid Helideck	Galox Field, Offshore, Northwest, Palawan	AGA-R-005H-2014

NOTE: Helipad Registration is required for Helipad intending to accommodate Helicopters with more than 10 passenger seating capacity.

Appendix E

Procedure Design Service Provider Organization

Under CAAP			
No.	PDSP	Location	Certificate No.
1.	Airspace and Flight Procedure Design Division - ATS	ATS, CAAP, Old MIA Road, Pasay, Philippines	Not required

Authorized 3 rd -Party PDSP					
No.	PDSP	Location	No.	Date Issued	Expiry Date
1.	CGX Aero	Le Causse – Espace Enterprises, 81 100 CASTRES, France	ATM-PDO-03-2015	Sep. 24, 2019	Oct. 01, 2021
2.	Hughes Aerospace Corporation	1790 Hughes Landing Blvd, Ste 400, The Woodlands, Texas, USA	ATM-PDO-01-2014	Sep. 23, 2019	Oct. 01, 2024
3.	INAVTEQ Corporation	NAPI Hangar, Delta Gate, Domestic Road, Pasay City	ATM-PDO-01-2018	Mar. 26, 2019	Mar. 31. 2024

Appendix F

Airport Certification

Airports with Permanent Certificate	
1.	Mactan-Cebu International Airport
2.	Laoag International Airport
3.	Francisco Bangoy International Airport
4.	Iloilo Airport

Airports with Temporary Certificate	
1.	Bohol-Panglao Airport (BPA)
2.	Kalibo International Airport (KIA)
3.	Bacolod Airport
4.	Ninoy Aquino International Airport (NAIA)
5.	Clark International Airport (CIA)
6.	Puerto Princesa International Airport (PPIA)

Airports with On-Going Certification	
1.	Bicol International Airport (BIA)
2.	Laguindingan Airport (LIA)
3.	Subic Airport
4.	Caticlan Airport
5.	General Santos International Airport (GSIA)
6.	Tacloban International Airport
7.	Zamboanga International Airport
8.	Tuguegarao International Airport

Appendix G

AeroMET/PAG-ASA

Facility	Contact Details	Email Address
Cotabato Synoptic MET		mprsdcd@yahoo.com
Davao Complex MET		
Dipolog Synoptic MET	(065) 917-6774 (PLDT) 0977-718-4124 (Globe) 0939-363-6619 (Smart)	pagasadipolog@yahoo.com
Butuan Synoptic MET	(085) 8152205 09954224697	pagasabutuandost@yahoo.com
Clark Synoptic MET	09283800014 09157914173 (045) 5992888 loc 612 (02)4331456	manuelesguerra@yahoo.com ncr_prsd@yahoo.com
Dumaguete Synoptic MET	(035) 2252804	danielcaber@gmail.com
Laoag Complex MET	0917-5006406 0916-7527663 0995-6790516	pagasa_laoag@yahoo.com upperair223@gmail.com coiglesia30@gmail.com
Legazpi Complex MET	(052) 4814471 / 4814455	pagasalegazpi@yahoo.com.ph
Mactan Complex MET	(032) 3404143 / 3401868	al_quiblat@yahoo.com
Bohol-Panglao Synoptic MET		Arielabalos90@gmail.com
Manila (NAIA) AMSS MET	0917-8484799 / 0928-3336070	hannacristi@yahoo.com eocayanan@pagasa.dost.gov.ph eocayanan@gmail.com
Puerto Princesa Complex MET	(048) 4335192	spajarilla@gmail.com upperair_98618@yahoo.com

Roxas Synoptic MET	(036)6210784	visayasprsd@gmail.com
San Jose Synoptic MET	09215873227 smart 09152858766 globe	pmlerio@yahoo.com
Subic Synoptic MET	09995413151	JFMeredor32968@yahoo.com
Tacloban Synoptic MET	09266858962	Oyram550@gmail.com Oyram18b@yahoo.com
Tambler Synoptic MET	09773354085	pagasagensan@yahoo.com rio.biñan@gmail.com
Virac Synoptic MET	0918311142o 09668196575	jpantino_oragon@yahoo.com Pagasa_catanduanes@yahoo.com
Zambo Synoptic MET	09557144185 (Globe) (062) 993-5741	pagasazamboanga@gmail.com

Appendix H

List of Air Operator Certificates as of March 2022

SMALL OPERATOR / AIR TAXI							
No.	AOC No.	Operator	Contact No.	AOC Issue Date	AOC Expiry Date	Status	Remarks
1.	2015065	Airtrav Corporation	(63)9175383930 / 851-1402	06-Aug-21	05-Aug-26	Active / Current	
2.	2015063	Royale Air Way Charter Inc.	(63)9177990453 / 035-5221227	08-Apr-21	07-Apr-26	Active / Current	
3.	2014062	Pacific Global One Aviation Company, Inc.	(63)9189156087 / 854-4801	24-Nov-20	23-Nov-25	Active / Current	
4.	2014059	Philjet Aero Charter Corp.	+632-851-0375	04-Jul-20	03-Jul-25	Active / Current	
5.	2013055	CargoHaus Inc.	+63-9175301743 / 854-1541	17-Dec-19	16-Dec-21	Active / Current	Extended / Ongoing Renewal
6.	2013053	Air Juan Aviation Inc.	+63-917-627-0013	15-Apr-21	14-Apr-26	Active / Current	
7.	2012050	Asian Aerospace Corporation	8527777 / 09178421122	19-Oct-20	18-Oct-25	Active / Current	
8.	2012048	Asia Aircraft Overseas Phils., Inc.	632-854-6927	17-May-20	16-May-25	Active / Current	
9.	2009013	Far East Aviation Services	4952729	18-Jun-19	17-Jun-21	Active / Current	Extended / Ongoing Renewal
10.	2009019	LionAir Inc.	8515019	16-Jul-20	15-Jul-25	Active / Current	
11.	2011041	C.M. Aero Services	8521049	04-Jan-21	03-Jan-26	Active / Current	
12.	2009015	WCC Aviation Company Inc.	+632-8912-3333	14-Nov-20	13-Nov-25	Active / Current	
13.	2011045	Southern	+6382-2348775	26-Sep-	25-Sep-	Active /	

		Air Flight Services, Inc.		21	26	Current	
14.	2009009	Island Aviation Inc.,	9178292348 / 831-5328	25-Oct-19	24-Oct-21	Active / Current	Extended / Ongoing Renewal
15.	2011042	NorthSky Air, Inc.	+6378-844-5535	25-Apr-19	24-Apr-21	Active / Current	Extended / Ongoing Renewal
16.	2010021	Royal Star Aviation, Inc.	8539682 Loc. 108	31-Jul-20	30-Jul-25	Active / Current	
17.	2010028	Inaec Aviation Corporation	+639175291141	11-Feb-21	10-Feb-26	Active / Current	
18.	2010034	Cyclone Airways, Inc.	+6378-6250913	22-Aug-21	21-Aug-26	Active / Current	
19.	2016067	Platinum Skies Aviation Inc.	0917-581-0000 / 853-3029	08_Mar-20	07-Mar-2022	Active / Current	
20.	2016068	Subic Air Inc.	63-917-526-1101	06-Oct-20	05-Oct-25	Active / Current	
21.	2016069	Fliteline Airways Phils., Inc.	63-917-899-0861	24-Nov-20	23-Nov-25	Active / Current	
22.	2016070	Apollo Air Inc.	63-917-81409590	29-Nov-20	28-Nov-25	Active / Current	
23.	2017072	World Aviation International Services Corporation	63-917-8932242	19-May-21	18-May-26	Active / Current	
24.	2017074	Leading Edge Air Services Corporation	63-917-620-9669	20-Jun-19	19-Jun-21	Active / Current	Extended / Ongoing Renewal
25.	2017075	Vev Air Charter Services, Inc.	63-977-624-7842	29-Jun-19	28-Jun-21	Active / Current	Extended / Ongoing Renewal
26.	2018076	Davao Agritech Inc.	0917-700-7099	26-Feb-20	25-Feb-22	Active / Current	Extended / Ongoing Renewal
27.	2021081	Asian Air Safari	0917-501-6638	07-Apr-21	06-Apr-26	Active / Current	

		International Inc.					
28.	2021080	Horizon Sun Charter	0916-798-9073	16-Jun-21	15-Jun-26	Active / Current	
29.	2017073	Davao Aerowurkz Corporation	0917-538-8307	11-Mar-22	10-Mar-27	Active / Current	
30.	2021082	Ormoc Air Corporation	0917-707-3949	12-Oct-21	11-Oct-26	Active / Current	

LARGE OPERATOR							
No.	AOC No.	Operator	Contact No.	AOC Issue Date	AOC Expiry Date	Status	Remarks
1.	2012051	Magnum Air (Skyjet) Inc.	+63-917-6371018	07-Nov-20	06-Nov-22	Active / Current	
2.	2012052	South East Asian Airlines (SeaAir) Int'l, Inc.	(02) 851-1292 loc 105	19-Nov-20	18-Nov-25	Active / Current	
3.	2010022	AirSwift Transport, Inc.	917-8077296	17-Jan-21	16-Jan-26	Active / Current	
4.	2009001	Philippine Airlines	88558000 loc 2211 / 88526042	01-Oct-20	30-Sep-22	Active / Current	
5.	2009003	Philippines AirAsia Inc. DBA AirAsia	091889493576 / 8672-7828	01-Oct-20	30-Sep-22	Active / Current	
6.	2009002	Cebu Pacific Air	+632-2905313	09-Oct-20	08-Oct-25	Active / Current	
7.	2009006	Air Philippines Corp. DBA AirPhil Express; PAL Express; and Philippine Airlines	8855-8000 loc 2678	15-Oct-20	14-Oct-25	Active / Current	
8.	2009004	CebGo Inc. DBA CebGo; Cebu Pacific; and	+632-8027140 loc 7625	22-Oct-20	21-Oct-25	Active / Current	

		Cebu Pacific Air					
9.	2012049	Astro Air International, Inc. DBA Pan Pacific Airlines	(+632) 750-8760	16-Apr-21	15-Apr-26	Active / Current	
10.	2014060	Alphaland Aviatin Inc.	+63-917-777-8887	19-Aug-20	18-Aug-22	Active / Current	Extended / Ongoing Renewal
11.	2010024	Royal Air Charter Services, Inc.	+63917-716-95310	19-Jun-21	18-Jun-26	Active / Current	
12.	2019077	PSI Air 2007, Inc.	+63917-888-8798	14-Oct-21	13-Oct-26	Active / Current	
13.	2020079	Sunlight Express Airways Corporation	+63917-5016638	07-Dec-20	06-Dec-25	Active / Current	