



FSIS.com

Issue 1 - January 2024

Mabuhay!

“From MRAI to RBS”

“CAAP-DGAC France Cooperation Agreement”

You may have heard these phrases being said by your colleagues, but do you know what it is all about? How it will be done? Who will be involved? Why does CAAP need to do this?

No doubt you have similar questions and probably more as well. This Newsletter (to be issued periodically) aims to provide you with answers to all those questions and help you in understanding how important it is for CAAP to be operationally ready to cope with the ever-increasing demand for the general public to partake in air transport.

It is an improvement journey that will maximize resources and assure safer skies. All we ask is for you to attune yourself and approach our efforts with an open mind.

Salamat po!



CAAP-DGAC COOPERATION

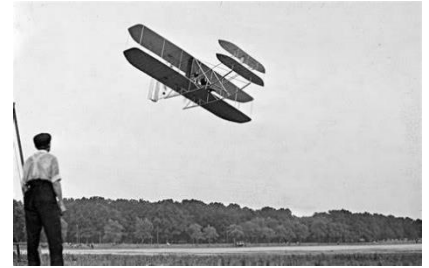
In 2018, the CAAP and France DGAC entered into an agreement to work together to enhance aviation safety in the Philippines. This agreement includes a number of themes to help ensure that the CAAP FISIS is prepared to meet the growing demand of aviation in the Philippines and the wider Asia-Pacific region. The themes agreed upon are listed below and will be further explained in subsequent newsletters, however, this newsletter focuses on Surveillance Program & Tools.

- State Safety Program
- CAAP Regulations Evolution
- ICVM (ICAO Coordinated Validation Mission)
- Documentation System
- Inspector Competency Enhancement
- Surveillance Program & Tools

The Surveillance Program & Tools theme consists of developing an audit and inspection program to provide a means to continuously assess the safety performance of Philippines air operators and approved maintenance organizations. Policy and procedures have been documented in an Audit Procedures Manual and a Surveillance Manual. Audit checklists have been developed which are being further enhanced whilst the existing Job Aids will be reviewed and serve as Inspection Checklists. Eventually surveillance scheduling will be based upon the organizations risk profile.

MESSAGE FROM THE DIRECTOR GENERAL

“It is possible to fly without motors, but not without knowledge and skill” – Wilbur Wright.



Despite the setback imposed on the aviation industry by COVID-19 and its variants, the recovery for aviation has been positive and the demand for air travel in this region is set to increase further.

However, growth in our industry, though welcomed, can result in risks if not properly managed, and thus aviation safety remains paramount for the orderly and sustainable development of civil aviation.

In his keynote address to the FAA-EASA International Aviation Safety Conference Uniting Efforts to Overcome Aviation Safety Challenges (14 June 2022), the Secretary General of the International Civil Aviation Organization (ICAO) Mr. Juan Carlos Salazar said that “the need for Standards to keep up with the pace of innovation is now a key and urgent priority for us”.

For CAAP, enhancing and maintaining Standards is essential to meet our Mission statement of “To ensure a safe, secure and green Philippine Sky”. I therefore encourage all of you to challenge the system, be innovative, and adhere to and maintain high standards.

To assist CAAP with ensuring that our Standards exceed our expectations, in 2018, CAAP and DGAC France entered into a Technical Cooperation Agreement, with the support of Airbus, to provide Technical Assistance to FSIS.

In the Technical Cooperation Agreement Annex II (March 2020) and Annex III (September 2022), CAAP reaffirmed its commitment to:

- Train Flight Operations and Airworthiness Aviation Safety Inspectors,
- Review FSIS oversight program and implement a new oversight methodology,
- Define and implement a process-oriented oversight program,
- Review the existing FSIS training program,
- Support a new FSIS training program deployment, and
- Ensure ICAO Doc 8335 experience and qualification criteria is fulfilled.

The above commitments are aimed to achieve high-level objectives agreed as per Annex III:

1. Support CAAP to move from an Inspection System to a new Safety Oversight System.
2. Prepare an effective SSP implementation.
3. Support compliance with ICAO SARPs and prepare for the next ICAO ICVM.

The intent of this newly introduced newsletter is to provide you with an overview of the status of the Technical Assistance program. I, and my management team hope you will find this first issue of “FSIS.com”, a useful resource. Please enjoy the first issue, and we look forward to receiving your feedback on how we could improve the publication.

Thank you.

Captain Manuel Antonio Lara Tamayo
Director General



Hmm...all this talk
about CSP.
What is it about?



LET'S EXPLAIN

CSP = CONTINUOUS SURVEILLANCE PLANNING

The CSP approach to oversight of a certificate or authorization holder (service provider) integrates compliance and safety performance. It is system-oriented and risk-based.

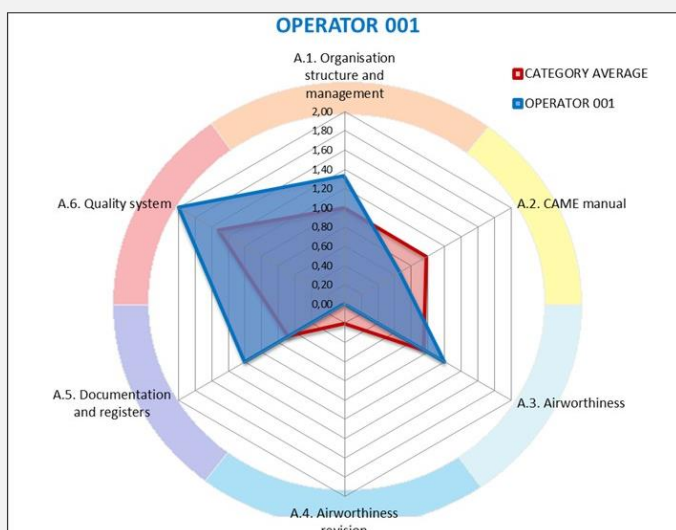
The aim of CSP is to determine a '*risk profile*' and the '*safety performance*' of the service provider's operations by performing process audits and inspections.

Determining intervals of audits and inspections as a result of an analysis of the risk profile and safety performance of the service provider enables data-based decisions to plan and allocate appropriate resources.

What is a 'risk profile'?

A risk profile includes the elements of risk that are inherent to the nature and the operations of the service provider, specifically:

- The specific nature of the organisation,
- The complexity of its activities,
- The risks arising from the activities performed.



What do we mean by 'safety performance'?

Safety performance is how effectively the service provider mitigates its risks, substantiated through its proven ability to:

- Comply with the applicable requirements,
- Effectively manage safety through identifying and managing safety risks, and
- Achieve and maintain safe operations.

Why do we need to audit?

Firstly, to understand the basic differences between an inspection and an audit. At a high level, inspections are a "do" and audits are a "check". An inspection is typically something that is required to be done because of a compliance obligation. An audit is the process of checking that compliance obligations have been met, including that the required inspections have been done.

Audits assess compliance!

The goal of an audit is to assess overall compliance with regulations, and internal procedures. An inspector uses a checklist as a guide or 'aide memoire'.

Inspections are compliance tasks using a checklist the same way as a Pilot does!

Inspections are typically the recurring completion of checklists by personnel. Inspections can be thought of as compliance tasks. An inspection is more of a targeted verification (like a sampling). For example, to see if a specific process or item of equipment is operating in a safe way.

5 Key differences between inspections and audits are listed below:

- 1) Inspections focus on what, audits focus on why.
- 2) Inspections focus on an action; audits focus on the process.
- 3) Inspections are quantitative, audits are qualitative.
- 4) Inspections are checks whereas audits are investigative in nature.
- 5) Inspections create actions, audits create recommendations.

The ISO 9000:2015 Definition

An **inspection** as “determination of conformity to specified requirements”.

An **audit** as “the systematic, independent, and documented process for obtaining objective evidence and evaluating it objectively to determine the extent to which audit criteria are fulfilled”.

FSIS Definition

An **inspection** is “an independent documented conformity evaluation by observation and judgment accompanied as appropriate by measurement, testing or gauging, to verify compliance with applicable requirements”.

The definition of an **audit** is the same as the ISO 9000:2015 definition.

Do we still need to use the Job Aids?

The existing Job Aids will be rebranded as ‘Inspection Checklists’. Further work is needed to these Inspection Checklists to validate that the individual inspections are relevant to the PCARs and that they include references to the PCARs or other CAAP regulation. In addition, these Inspection Checklists must be aligned with the audit areas and sub-areas identified in the new Technical Report.

What is the Technical Report?

The Technical Report is a multi-purpose document. It is the output of an audit performed on a service provider for both initial certification and surveillance according to the CSP. The Technical Report replaces the individual Audit Finding Form traditionally used to document a finding and request corrective and preventive action from the service provider, and the Audit Report.

In addition, the Technical Report documents the audit areas and sub-areas audited; the audit team members; the status of compliance of the service provider’s manual, and the recommendation for initial approval or continued validity/renewal or change for the service provider.

This concept of providing a single source multi-page document to record all of the above aspects of the audit process greatly reduces the burden on FSIS inspectors and the service provider.

The form is titled 'Civil Aviation Authority of the Philippines Technical Report AOC Flight Operations (AOC-OPS) PART 1: AOC - FLIGHT OPERATIONS AUDIT, GENERAL'. It contains several sections for data entry:

- 1 Audit/Inspection Reference:** A text box for the reference number.
- 2 Parts included in this technical report:** Radio buttons for Part 1, Part 2, Part 3, Part 4, and Part 5.
- 3 AOC Organization:** A text box for the organization name.
- Approval Reference:** A text box for the approval reference.
- Other approvals (if applicable):** A text box for other approvals.
- Approval Certificate Date and Revision:** A text box for the date and revision.
- 4 Type of Audit/Inspection:** A text box for the type of audit.
- 5 C.S.P. CYCLE:** Text boxes for 'From' and 'To' dates.
- 6 Audit period:** A text box for the audit period.
- 7 Address of the audited / inspected facilities:** A text box for the address.
- 8 Scope of approval audited / inspected:** A text box for the scope.
- 9 Name and position of the Organization staff attending the audit/inspection:** A text box for the staff name and position.
- 10 Remarks:** A text box for remarks.
- 11 PDI:** A text box for the PDI number.
- 12 Audit team:** A table with columns for 'Enter names', 'TL / auditor', 'Parts involved', and 'Signature'. The table has three rows for 'Auditor' and columns for parts 1, 2, and 3.
- 13 Date of completion of PART 1:** A text box for the completion date.