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**Agenda Item 3: Institutional aspects for the management and control of multinational systems and facilities**

**b) Institutionalization of the Regional Safety Oversight Cooperation System (SRVSOP)**

(Presented by the Ad-hoc Group on on "Administrative Agreement for the acceptance of maintenance organizations, aircraft and aircraft components between Civil Aviation Authorities of participating States SRVSOP")

**1. Introduction**

1.1 This paper presents the results of the discussions held on 3 and 4 October 2011, regarding the "Administrative Agreement for the acceptance of maintenance organizations, aircraft and aircraft components between Civil Aviation Authorities of States participating of the SRVSOP "

1.2 In this sense, a group was convened with 9 specialists of 6 SRVSOP Member States.

**2. Discussion**

2.1 With the support of the Regional Office, Brazil, Chile, Panama, Paraguay, Peru and Venezuela review the Articles of the Agreement and its Annex, as decision adopted by the RAAC/12, with Brazil as Rapporteur. The review included all comments received from Member States of SRVSOP System.

2.2 **Appendix A** to this report presents a revised version by the members of the Ad-Hoc, including the proposal to change the denomination of the Administrative Agreement for Technical Cooperation Agreement, in order to facilitate the signing by the Authorities Civil Aviation SRVSOP Member States.

2.3 Furthermore, to support the implementation of this document, it is recommended that the Technical Committee of SRVSOP develop as soon as possible an implementation procedure of this agreement.

**3. Suggested action**

3.1 The Meeting is invited to:

- a) Take note of the information presented in this paper;
- b) To take note of the text suggested in **Appendix A** to this flimsy, and as it considers appropriate to sign the agreement, and
- c) Invite Member States SRVSOP to make every effort required to sign the Agreement on Technical Cooperation

**APPENDIX A**

**MULTINATIONAL ~~ADMINISTRATIVE-TECHNICAL COOPERATION~~ AGREEMENT FOR THE ACCEPTANCE OF AIRCRAFT AND AIRCRAFT COMPONENTS MAINTENANCE ORGANISATIONS AMONG THE CIVIL AVIATION AUTHORITIES OF SRVSOP MEMBER STATES ON THE BASIS OF THE AUDIT REPORT OF THE SRVSOP MULTINATIONAL TEAM**

**THE CIVIL AVIATION AUTHORITIES OF THE REGIONAL SAFETY OVERSIGHT COOPERATION SYSTEM (SRVSOP) MEMBER STATES AGREE ON THE FOLLOWING AND UNDERTAKE TO IMPLEMENT IT IN ACCORDANCE WITH THE AUTHORITY CONFERRED TO THEM BY THEIR DOMESTIC LAWS AND REGULATIONS:**

**WHEREAS:**

Pursuant to Article 37 of the Convention on International Civil Aviation, each contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures, and organisation in relation to aircraft, personnel, airports, airways, and auxiliary services in all matters in which such uniformity will facilitate and improve air navigation;

Resolution A35-7 of the ICAO General Assembly encourages States to foster the establishment of regional and sub-regional partnerships to find solutions of common problems in order to strengthen their individual safety oversight capabilities;

Article Two of the Agreement for the Implementation of the Regional Safety Oversight Cooperation System, related to the harmonisation of standards and procedures, sets forth that “Contracting States undertake to harmonise their safety-related regulations and procedures in close coordination with ICAO;”

Conclusion JG 12/02 of the General Board of the System, related to the deadlines for the harmonisation of LAR 145, urged contracting States to make all efforts necessary to harmonise their domestic laws with LAR 145 version 2, within a period of five years;

Conclusion JG 13/03 of the General Board of the System approved the Latin American Aeronautical Regulation LAR 145, Version 2, considered a historic milestone for the integration of Latin American aviation;

At its fifteenth regular meeting, the General Board adopted Conclusion JG15/10 whereby it established that, for purposes of the work to be carried out by the SRVSOP, the term “harmonisation,” would have the following meaning:

*“Harmonisation is understood to be the set of reforms that must be introduced by member States of the Regional System in their national regulations and procedures, based on the LARs and related documents, in order to achieve, within a period of time defined by each State and reported to the General Board, an environment in which all States have similar requirements and conditions for the issuance of a certification or aeronautical license, and thus a single certification issued by any Aeronautical Authority of an SRVSOP member State would be acceptable to the rest of the member States. Additional requirements may be established, provided they are reported to the other States through an Appendix to the LAR for consultation by any aeronautical authority of the SRVSOP member State at the time of issuing a certificate in this harmonised environment.”*

The parties represent that their regulations, procedures, and systems concerning the certification and renewal of Maintenance Organisations are sufficiently harmonized with the LAR 145 latest version in order to allow their certification on the basis of the multinational audit team report.

The existing differences and informed by each Party can be verified and communicated as complied with by the multinational audit team.

## Article One

### GENERAL OBJECTIVES

The objectives of the present Agreement are:

- a) Encourage the development of ~~the OMAs~~ certification and ~~surveillancee~~ renovation activities within a regional multinational cooperation environment;
- b) Encourage the standardization and decrease of costs in the certification and renewal processes, both for SRVSOP member States as for users, avoiding ~~duplication~~ duplicity of efforts at the NAM/CAR/SAM regions level and;
- c) Issue and renew the emission or renovation of a maintenance organization certificate on the basis of the multinational team audit report results, by the State civil aviation authority party to this Agreement.

~~This Agreement supersedes any other covenant among the Parties concerning the acceptance of aircraft and aircraft components maintenance organisations.~~

The working languages shall be Spanish and Portuguese, and English if necessary.

## Article Two

### DEFINITIONS

For the purposes of this Agreement, the terms below shall have the meanings assigned to them as follows:

- a) **Aircraft:** means is 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.

- b) **Aircraft Component:** ~~means is~~ any equipment, instrument, system, or part of an aircraft that, once installed, is essential for its operation.
- c) **Multinational Team:** ~~means is~~ the team designated by the SRVOP System General Coordinator and ~~will be~~ made up by auditors of the SRVSOP member States, who have the competencies, education, training, skills, and experience required by the “LAR Auditor Certification” and registered with the SRVSOP LAR Auditors Roster.
- d) **State of Registry:** ~~is~~ the State on whose register the aircraft is entered.

### **Article Three**

#### **SCOPE OF APPLICATION**

This Agreement refers to:

The provisions set forth in this Administrative Agreement are applicable to the Civil Aviation Authorities of SRVSOP member states.

The acceptance by the Civil Aviation Authorities of the State of Registry of the audits for the certification and renewal of Maintenance Organisations (AMOs) conducted by a multinational team under this Agreement and its annexes, based on the applicable Latin American Aeronautical Regulations (LARs).

The acceptance by the Civil Aviation Authorities of the State of Registry so that AMOs that have passed the audit conducted by a multinational team may perform aircraft and aircraft components maintenance activities, issuing the corresponding certification under this agreement and its annexes. The exchange of information about maintenance organisations among Civil Aviation Authorities of the participating States.

### **Article Four**

#### **OBJECTIVES**

##### **The objectives of this Agreement are:**

- ~~a) — Promote the conduction of AMO certification and renewal audits within a multinational regional cooperation environment;~~
- ~~b) — Promote the uniformity and cost effectiveness of the certification and renewal processes for both the States and the users, avoiding duplication of efforts in the NAM/CAR/SAM Regions and;~~
- ~~c) — Issuance and issuance renewal or renewal of the certification of a maintenance organisation based on the results of the multinational team report, by the Civil Aviation Authority of the State of Registry that is party to this Agreement.~~

**Article ~~Five~~Four****OBLIGATIONS OF THE PARTIES****The Civil Aviation Authorities undertake to:**

Recognise the list of maintenance organisation capabilities contained in the report of the multinational team, for organisations that meet the regulatory requirements contained in Annex I to this Agreement.

Examine the list of capabilities requested by the OMA, between the multinational audits period. These revisions must be previously approved the State's civil aviation authority where the OMA is located and request the assessment by the Technical Committee or the holding of an audit by the multinational team, when deemed convenient.

Consider audits conducted by the multinational team and its findings as if they were their own, issuing the corresponding certifications based on their results.

Acknowledge the issuance of maintenance release certifications by approved maintenance organisations under this Agreement and its annexes.

Review and adapt its regulations to achieve full compliance with this Agreement, listing in the annex on "Differences" any additional~~different~~ requirement to the ones set forth in the applicable Latin American Aeronautical Regulations (LARs) that might arise from their own regulations.

Liabilities arising from actions or omissions during the conduction of audit and/or certification tasks by the multinational team shall rest with the Regional System.

Submit to the SRVSOP General Coordinator, within eighteen (18) months after the date of execution, their procedures for the implementation of this Agreement.

**Article ~~Six~~Five****MAINTENANCE AND CERTIFICATION**

A maintenance organisation is ~~only~~ eligible only for certification under this agreement if it is and must be previously certified by the ~~local~~State's civil aviation authority where the OMA is located..

Each maintenance organisation that has been audited by the multinational team in accordance with this Agreement and its Annexes, and that demonstrates compliance with the requirements according to the report of the multinational team, shall be certified by the Civil Aviation Authority of the State of Registry party to this Agreement.

The multinational team designated by the Regional System shall carry out its audits based on the applicable Latin America Aeronautical Regulations (LAR), its Appendices, this Agreement and its Annexes.

The Civil Aviation Authority of a State Party can assign an expert to be part of the audit team designated by the Regional System, as long as he/she complies with the requirements demanded upon the rest of the team members. In addition, the costs pertaining to his/her participation must be borne by this authority, and will not be transferred whatsoever to the OMA.

The design of major repairs and modifications shall be in accordance with the maintenance data approved by the Civil Aviation Authority of the State of Registry Party to this Agreement.

The criteria to determine whether a repair or modification is a major repair or modification shall be the criteria set forth by the Civil Aviation Authority of the State of Registry Party to this Agreement.

### Article ~~Seven~~Six

#### OVERSIGHT

The Civil Aviation Authority of the State Party where the maintenance organisation certified under this Agreement is located, shall perform oversight activities in accordance with its procedures and annual schedule of activities, with a view to ensuring that Maintenance Organisations continue to comply with the technical criteria set forth in Annex I.

The Civil Aviation Authority of the State Party where the regionally audited maintenance organisation is located shall notify the SRVSOP Technical Committee and the Civil Aviation Authorities of the States of Registry that have certified it, about any non compliance with the regulatory criteria set forth in Annex I to this Agreement and which might affect the maintenance capability of the AMOs certified on that basis.

The Civil Aviation Authority of the State of Registry may recognise the oversight process of the State where the maintenance organisation is located, to which it has granted a regional certification based on the applicable Latin America Aeronautical Regulations (LARs).

Furthermore, a multinational audit team shall conduct, every two years, an audit for the renewal of the certification of the AMOs approved under this Agreement, following the date of the audit and in accordance with Annex I.

The Civil Aviation Authority of the States Party recognise the powers of other Civil Aviation Authorities to perform inspections in accordance with their own continuous oversight programmes to Maintenance Organisations certified under this Agreement, whose costs they agree to assume, and thus the AMOs will only bear the certification and renewal costs.

Observations resulting from inspections conducted by the Civil Aviation Authorities under their continuous oversight programme shall be notified immediately to the SRVSOP Technical Committee and to the other the Civil Aviation Authorities that are Party to this Agreement, so that together they can adopt the measures they deem appropriate.

The Civil Aviation Authority of the State of Registry that initiates any investigation or action to compel a maintenance organisation certified under this Agreement to fulfil its obligations, including the repeal, suspension or modification of its list of capabilities, must report such situation as soon as possible to the Technical Committee and the Civil Aviation Authorities of the States Party.

The Civil Aviation Authority detecting the OMA's incompliance with the present Agreement must inform the State's Civil Aviation Authority where the OMA is located for it to conduct corresponding actions in accordance with its legal regulations.

The Civil Aviation Authority of the State of Registry Party to this Agreement may repeal the certification granted to a maintenance organisation under the terms of this Agreement when the authority believes that such AMO has failed to meet the requirements of its certification as set forth therein.

The Civil Aviation Authorities of the States Party to this Agreement, in coordination with the System Technical Committee and based on the conditions shown by the maintenance organisation, shall determine and recommend the measures they deem appropriate for a maintenance organisation that has been subject to repeal, suspension, or modification of its list of capabilities.

**Article ~~Eight~~Seven**

**EXCHANGE OF INFORMATION**

The Civil Aviation Authorities of the States Party, through the SRVSOP Technical Committee, will exchange all information related to compliance with certification, renewal, and potential infringements and penalties enforced.

The Civil Aviation Authorities of the States Party to this Agreement shall provide information on the terms hereof to interested third parties and shall prepare advisory publications and circulate such publications in accordance with the methods set forth in their laws and regulations so that the interested parties can conduct maintenance tasks in accordance with this Agreement.

**Article ~~Nine~~Eight**

**TECHNICAL ASSISTANCE**

Should any Civil Aviation Authority of the State Party lack the trained personnel to conduct certification, renewal or continuous oversight audits on a maintenance organisation, it may request technical assistance for this purpose through the SRVSOP General Coordinator.

**Article ~~Ten~~Nine**

**MANAGEMENT AND IMPLEMENTATION**

Each Civil Aviation Authority of a State Party shall designate an organisation within its administration and the person leading it, as responsible for the management and implementation of this Agreement; this person should preferably be the one responsible for civil aviation safety management in the State Party.

This designation shall be communicated to the other Parties and to the General Coordinator of the SRVSOP within fifteen (15) days following the signing of this Agreement.

Any Party introducing significant changes to its organisation that may affect the management and implementation of this Agreement, including the identity of the person mentioned in the first paragraph of this Article, shall notify such changes to the other Civil Aviation Authorities of the States Party and to the General Coordinator of the SRVSOP.

**Article ~~Eleven~~Ten**

**REGISTRY OF LAR AUDITORS**

The Civil Aviation Authorities of States Party agree to keep, through the Technical Committee, a registry of LAR auditors who have been certified in accordance with the LAR Auditor Certification Document.

**Article ~~Twelve~~Eleven**

**REGISTRY OF MAINTENANCE ORGANISATIONS**

The Civil Aviation Authorities of the States Party agree to keep, through the Technical Committee, a registry of maintenance organisations approved under this Agreement.

**Article ~~Thirteen~~Twelve**

**DISPUTE SETTLEMENT**

Any dispute arising between the Civil Aviation Authorities States Party in relation to the interpretation or application of this Agreement which cannot be settled by direct negotiation shall be submitted to the SRVSOP General Board, ~~which will act~~ as conciliator body in finding a solution.

**Article ~~Fourteen~~Thirteen**

**ENTRY INTO FORCE**

This Agreement shall be signed and deposited by the Civil Aviation Authority of the State Party, as appropriate, at the offices of the Regional Director of the ICAO South American Office and General Coordinator of the SRVSOP.

This Agreement shall enter into force thirty (30) calendar days after at least three Civil Aviation Authorities of the SRVSOP member States ~~Party~~ have signed and deposited this Agreement. Likewise, this Agreement shall be effective thirty (30) calendar days after it has been signed and deposited thereafter by ~~other the SRVSOP member~~ States ~~Party that adhere subsequently~~.

The Civil Aviation Authorities of the States Party agree that the Regional Director of ICAO for South America and General Coordinator of the SRVSOP shall notify them of the entry into force of this Agreement, as well as of the signatures and deposits received after this Agreement has entered into force.

**Article ~~Fifteen~~Fourteen**

**AMENDMENTS**

This Agreement may be amended with the approval of, at least, two thirds of the States Party represented by their corresponding Civil Aviation Authorities of the States Party.

Civil Aviation Authorities of the States Party agree concur that they may propose amendments to this Agreement through the SRVSOP General Board, and ~~a decision regarding such proposals~~ shall be solved before sixty 860) calendar days, to be counted after made within two months of receiving a written proposal.

Civil Aviation Authorities of States Party shall decide whether or not they accept the amendment and its effective date.

Article ~~Sixteen~~Fifteen

**RELINQUISHMENT**

Civil Aviation Authorities of States Party ~~agree that they~~ may relinquish this Agreement by giving written notice one year in advance and notifying the General Coordinator of the SRVSOP, who shall inform the other Civil Aviation Authorities of the States Party

When there is a relinquishment to this Agreement, all certifications and renovations issued under this Agreement by the Civil Aviation Authority where the maintenance organisation is located shall remain in force for the period of the advance notice.

Any Civil Aviation Authority of a State Party that decides to relinquish this Agreement agrees to make available all files regarding any maintenance organisation approval at the request of another Civil Aviation Authority of a State Party during a period of five years as of the relinquishment.

## ANNEX I

### **To the Multinational Administrative Agreement for the acceptance of Aircraft And Aircraft Components Maintenance Organisations among the Civil Aviation Authorities of SRVSOP Member States, based on the audit report of a SRVSOP multinational audit team**

#### **PART I TECHNICAL CRITERIA**

The Civil Aviation Authorities of the States of Registry that participate in the SRVSOP may recognise the certification or renewal audit process conducted on a maintenance organisation by a multinational audit team from SRVSOP member States under this Agreement, provided the following criteria and technical conditions are met:

#### **1. Regulatory Requirements**

1.1. The multinational audit team shall use the last version of Latin American Aeronautical Regulation LAR 145, as approved by the SRVSOP General Board, which contains the requirements for the certification and operation of maintenance organisations, and its corresponding appendix on “Differences”.

1.2. Furthermore, the multinational audit team shall use the additional regulatory requirements declared by the State of Registry and additional requirements established by the States Party in Annex 2 to this Agreement.

#### **2. Guidance Material**

2.1. The multinational audit team that conducts the certification and renewal processes shall use the last version of Advisory Circular CA145.001 “*Acceptable Means of Compliance and Explanatory and Informative Material for LAR 145*,” the SRVSOP Airworthiness Inspector Manual, and other Advisory Circulars applicable to LAR 145.

2.2. The maintenance organisation certified or that applies for certification by a State of Registry of the SRVSOP under this Agreement, may use the last version of Advisory Circular CA145.001 and other Advisory Circulars applicable to LAR 145, in order to demonstrate an appropriate level of compliance with the regulatory requirements mentioned in paragraph 1.

#### **3. Technical and Administrative Procedures**

3.1. Concerning certification and renewal activities of aircraft maintenance organisations, the multinational audit team must follow the procedures and technical and administrative guidelines contained in the latest version of the following documents, as approved by the SRVSOP General Board:

- a) Guidance booklet on the certification and oversight of maintenance organisations, to verify compliance with Latin American Aeronautical Regulation LAR 145.
- b) The Airworthiness Inspector Manual (AIM) developed to verify compliance with Latin American Aeronautical Regulation LAR 145.

3.2. The Civil Aviation Authority of the State Party where the maintenance organisation certified or applying for certification by a State of Registry under this Agreement is located shall make available and inform the maintenance organisation about the content of the last version of the Airworthiness Inspector Manual approved by the SRVSOP General Board so that the AMO may understand the certification and oversight process to which it is applying.

## PART II

### MULTINATIONAL AUDIT TEAM

#### 4. Composition of the Multinational Audit Team

4.1. The Civil Aviation Authorities of the States Party agree that the SRVSOP General Coordinator will designate the multinational audit teams, which initially would consist of four (4) members, but could be extended depending on the size and complexity of the maintenance organisation to be audited and on the appointment of observers or advisors to the team.

4.2. Audit teams should include one Lead Auditor and the member auditors. The Lead Auditor may also act as one of the auditors.

4.3. Audit teams shall be designated for each maintenance organisation, enabling the participation of all the members of the multinational audit team so that they may share their experience with their corresponding States.

4.4. The Civil Aviation Authority of a State Party can assign an expert to be part of the audit team designated by the Regional System, as long as he/she complies with the requirements demanded upon the rest of the team members. In addition, the costs pertaining to his/her participation must be borne by this authority, and will not be transferred whatsoever to the OMA.

#### 5. Auditor Qualifications

5.1. Only experts from SRVSOP member States who meet the qualification and competence requirements contained in the LAR Auditor Certification Document approved by the General Board and registered as SRVSOP LAR auditors can be called to a multinational auditor team.

#### 6. Registry of Auditors

6.1. Only experts from SRVSOP State members who meet the qualification and competence requirements contained in the LAR Auditor Certification Document, approved by the General Board, can be registered as LAR auditors.

6.2. The registry will be controlled by the SRVSOP Technical Committee, which will determine the way in which such registry will be kept.

## PART III

### CERTIFICATION

7. Multinational audit teams shall ensure that the following criteria are met when carrying out certification processes under this Agreement:

- 7.1. Maintenance organisations wishing to apply for a certification by the States of Registry under this Agreement shall have an approval certificate issued by the State where the AMO is located, including the privileges for the type and scope of works authorised in accordance with the Agreement.
- 7.2. Maintenance organisations applying for a certification by the States of Registry under this Agreement shall meet all technical criteria established in Part I of this Annex.
- 7.3. The certification process shall be carried out by an SRVSOP multinational audit team that meets the criteria set forth in Parts I and II of this Annex.
- 7.4. The Technical Committee must inform the SRVSOP States of Registry of any application for certification under this Agreement submitted by any maintenance organisation.
- 7.5. The Technical Committee must inform the SRVSOP States of Registry of the schedule of certification activities as well as the multinational audit team assigned.
- 7.6. Maintenance organisations applying for a certification by the States of Registry under this Agreement shall submit a formal application in accordance with the provisions of the MIA, filling out the application forms of the States of Registry that are members of the SRVSOP, including a list of compliance describing the way in which each of the LAR 145 requirements and the additional declared requirements are met.
- 7.7. Maintenance organisations applying for a certification by the States of Registry that are members of the SRVSOP under this Agreement must issue a maintenance release certificate for aircraft or aircraft components, in accordance with form LAR 001.
- 7.8. Maintenance organisations applying for a certification by the States of Registry that are members of the SRVSOP under this Agreement may only subcontract maintenance activities from another maintenance organisation recognised by the State of Registry.
- 7.9. In addition to the regulatory criteria set forth in Section LAR 145.260 and Appendix 1 to LAR 145, maintenance organisations applying for a certification by the States of Registry that are members of the SRVSOP under this Agreement shall include the following information in their procedural handbook:
- 7.9.1. An affidavit signed by the responsible manager, stating that the personnel of the organisation must follow the policies and procedures defined by the maintenance organisation in order to comply with this Agreement.
- 7.9.2. An affidavit signed by the responsible manager, stating that he/she is aware that, in case of default of any of the terms of this Agreement, the States of Registry may suspend or cancel any or all of the capacity limitations or certificates issued.
- 7.9.3. An affidavit acknowledging that the State of Registry may have access to the organisation in order to confirm compliance with the requirements of this Agreement.
- 7.9.4. Procedures to ensure that:
- a) Any aircraft component installed under the conditions set out in this Agreement was manufactured or maintained by organisations accepted by the State of Registry.

- b) The operator of the aircraft or aircraft component that has been subject to maintenance, obtained the corresponding approval by the State of Registry of the maintenance data used for the incorporation of major modifications and repairs.
- c) The criterion used to determine whether repairs or modifications are major is the criterion of the State of Registry.
- d) Airworthiness guidelines defined as mandatory by the States of Registry are available to the maintenance personnel.
- e) The maintenance release certificate will be issued to aircraft or aircraft components in accordance with form LAR 001.
- f) Maintenance reports will be prepared in accordance with the criteria established by each State of Registry.

*Note: This required information may be inserted as part of the manual or as an attachment thereto.*

7.10. Once the criteria described above have been met and have been found satisfactory, the SRVSOP multinational audit team will recommend, through a report to be sent to the States by the Technical Committee, a list of capabilities that may be recognised by the Civil Aviation Authorities that are part of the SRVSOP and that are signatories to this Agreement.

7.11. Once the report has been received, the Civil Aviation Authorities that participate in the SRVSOP and that are signatory to this Agreement may issue an approved maintenance organisation certificate based on the satisfactory result of the process carried out under this Agreement.

7.12. The Civil Aviation Authorities that participate in the SRVSOP and that are signatory to this Agreement must send the Approval Certificate along with the list of approved capabilities to the SRVSOP Technical Committee. The Technical Committee shall be responsible for keeping a registry of the maintenance organisations certified under this Agreement.

7.13. The Technical Committee must post in the SRVSOP website a list of approved maintenance organisations.

7.14. Maintenance organisations certified under this Agreement must inform the States of Registry and the Technical Committee of any changes in their lists of capabilities.

~~7.15. Maintenance organisations must request the inclusion of a new scope in their list of capabilities to the Civil Aviation Authority of the State where it is located, so that it may be communicated to the Technical Committee and the certification process be carried out under this Agreement.~~

#### **PART IV OVERSIGHT**

8. The participating Civil Aviation Authorities of the State where the ~~maintenance organisation approved-OMA~~ under this Agreement is located must carry out oversight activities in accordance with its procedures and annual programme of activities, with a view continuous compliance by the maintenance organisation approved under this Agreement with the technical criteria set forth in its Annex I.

9. ~~The Civil Aviation Authority of the State where the maintenance organisation approved under this Agreement is located must notify the Civil Aviation Authorities of the States of Registry that have certified such maintenance organisation and the SRVSOP Technical Committee of any non-compliance with the regulatory criteria established in Annex I to this Agreement and which could affect the maintenance capability of the maintenance organisation approved under this Agreement.~~
  10. ~~The Civil Aviation Authority of the State of Registry may recognise the oversight process of the State where the maintenance organisation is located.~~
  11. ~~Furthermore, a multinational audit team will perform a certification renewal audit to the maintenance organisation approved under this Agreement every two (2) years, after the date of the audit and in accordance with Annex I.~~
  12. ~~The Civil Aviation Authorities recognise the authority that the other Civil Aviation Authorities have to conduct inspections to maintenance organisations certified under this Agreement, in accordance with their own continuous oversight programmes, whose costs they agree to cover since Maintenance Organisations will only bear the certification and renewal costs.~~
  13. ~~Observations arising out of the inspections performed by the Civil Aviation Authorities within the scope of their continuous oversight programme shall be notified immediately to the SRVSOP General Coordinator and to the other the Civil Aviation Authorities of the States Party to this Agreement, with a view to the coordinated adoption of the measures they deem appropriate.~~
  14. ~~The Civil Aviation Authority of the State of Registry Party to this Agreement may revoke the certification granted to a maintenance organisation under the terms of this Agreement, when it considers that the AMO is not keeping up with the certification requirements.~~
  15. ~~The Civil Aviation Authorities that are part of this Agreement, in coordination with the System Technical Committee and based on the conditions of the maintenance organisation, will determine and recommend the measures they deem advisable to the maintenance organisation that has been subject of a repeal, suspensions, or change in its list of capabilities.~~
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~~Additional regulatory requirements of the Civil Aviation Authorities of States Party~~

~~ANNEX II~~

~~to the multinational administrative agreement for the acceptance of aircraft and aircraft component maintenance organisations among the civil aviation authorities of SRVSOP member States, based on the audit report of an SRVSOP multinational audit team~~

~~ARGENTINA~~

~~Until the harmonisation between the Latin American Aeronautical Regulations (LAR) and the Civil Aviation Regulations of Argentina (RAAC) has been completed, the National Civil Aviation Authority of Argentina (ANAC Argentina) cannot issue a certification based on an audit conducted by a multinational team, unless a qualified member of ANAC Argentina participates in this audit team.~~

~~The persons that ANAC Argentina designates to that end shall be part of the SRVSOP LAR 15 List of Auditors.~~

~~When the inclusion of the expert mentioned in the above paragraph entails including an additional member to the audit team designated by the Regional System, all costs of his involvement shall be borne by ANAC Argentina and shall in no way be transferred to AMO.~~

- END -