



WORKING PAPER

ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 29: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms

**MULTINATIONAL CERTIFICATION OF APPROVED MAINTENANCE ORGANIZATIONS
IN A HARMONIZED REGULATORY ENVIRONMENT**

(Presented by Colombia, and sponsored by LACAC Member States)²

EXECUTIVE SUMMARY

This working paper presents to the Assembly results and experience relating to the benefits of the multinational certification of approved maintenance organizations (AMOs) in a harmonized regulatory environment.

Action: The Assembly is invited to:

- a) continue to support regional safety oversight organizations (RSOOs) in multinational certification procedures in the ICAO Regions; and
- b) arrange for the development of guidance material on such certifications.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective – <i>Safety</i> .
<i>Financial implications:</i>	Not applicable.
<i>References:</i>	Multinational Technical Cooperation Agreement on the approval of aircraft and aircraft component maintenance organizations between the Civil Aviation Authorities of SRVSOP participating States, based on certification reporting by the SRVSOP Multinational Certification Team

1. INTRODUCTION

1.1 Since its establishment in 2002 by decision of 12 States in the Latin America Region, the Regional Safety Cooperation Oversight System (SRVSOP) has been convinced that the best means of raising the level of effective implementation of Standards and Recommended Practices (SARPs), the Annexes to the Convention on International Civil Aviation and, consequently, aviation safety levels in the Region is teamwork.

¹ Spanish version provided by Colombia.

² Belize, Bolivia, Brazil, Chile, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Nicaragua, Panama, Paraguay, Peru and Venezuela

1.2 In discharging its mission, SRVSOP focuses on action in five areas of work:

(a) *Harmonization of Latin American Aeronautical Regulations (LAR), CE-2*

Panels of experts from each technical area, representing the 12 States, have drawn up and updated a total of 47 Latin American aeronautical regulations (LAR) that ensure compliance with the most recent amendments to the SARPS contained in the Annexes to the Convention;

(b) *Technical publications, CE-5*

To ensure proper LAR implementation, procedural handbooks are published regularly for inspectors (13) and advisory circulars (45) are issued to industry;

(c) *Training, CE-4*

At the request of States, courses are provided free of charge for governmental inspectors, as are courses on any other technical matter;

(d) *Technical assistance to States*

In a drive to improve the effective SARP implementation level in the Region, SRVSOP provides short- and medium-term specialized technical assistance to States;

(e) *Multinational activities, CE-6 and CE-7*

Two or more States participate in some activities. Multinational certification of the maintenance organizations of States members of the Regional System is an outstanding feature of multinational activities.

1.3 A 2015 cost-benefit study of goods and services provided by SRVSOP shows very conservatively that, since 2001, the benefit to States has amounted to US \$35,450,000 million.

1.4 As long as the commitment to regulatory harmonization is honoured, the benefit to States will continue to rise considerably. The main benefit reaped by States hinges on certification and oversight activities, as they draw on regulations and associated procedures that have been developed by SRVSOP, which takes a regional approach in which all of its Member States participate and are involved.

2. PROGRESS IN HARMONIZATION

2.1 To date, the Region has achieved an 82% harmonization level, owing to the LAR (PEL/OPS/AIR).

2.2 Owing to the regulatory unity achieved by LAR, **regional cooperation projects and mechanisms** have been developed, generating efficiencies and economies of scale amounting to millions of dollars, as major planned multinational activities, one of the most important being the multinational certification of AMOs, have been accomplished.

3. MULTINATIONAL CERTIFICATION OF MAINTENANCE

3.1 Multinational certification of AMOs is SRVSOP's leading multinational activity and the aviation industry has responded actively to this SRVSOP-generated product.

3.2 To date, four organizations from three SRVSOP States have been certified under the Technical Cooperation Agreement; they are LAN Peru, AEROLANE of Ecuador, CMR SAS of Colombia and LAN Colombia.

3.3 Phase IV (inspection and demonstration) was completed in June 2019 at AMO SAE in Bolivia, and Chile's AMO Ecopter is initiating the multinational certification process. As a result, it is expected that at least six (6) AMOs will have achieved multinational certification by the end of 2019.

4. BENEFITS TO INDUSTRY

4.1 Multinational certification enables an AMO located in a SRVSOP State that is party to the Multinational Certification Agreement to:

- (a) certify up to 11 States by means of a single certification procedure;
- (b) avoid duplication of effort and make significant cost savings;
- (c) be evaluated within a single framework of regulations (LAR 145) and regulatory differences that have been declared by States;
- (d) extend aircraft services to other registered craft, with a consequent increase in its profits and in its presence on the aviation market;
- (e) comply with ICAO's SARPS; and
- (f) stand as a regional benchmark for similar organizations.

4.2 BENEFITS TO THE STATE/CAA INDUSTRY

Multinational certification in a harmonized regulatory environment provides a number of benefits, most outstandingly:

- (a) it constitutes progress towards uniformity and harmony, and towards economy of resources, both for States and for AMOs; it avoids duplication and aims to achieve profitability in certification, regulatory and oversight processes in Latin America;
- (b) it ensures strict compliance with ICAO's SARPS;
- (c) it contributes to better implementation of SRVSOP plans on the establishment of AMO facilities and services in airworthiness, aircraft maintenance and operation, and personnel licensing;
- (d) it receives oversight programme reports from the local CAA and validates them as part of its oversight programme;
- (e) it establishes a quality assurance mechanism to ensure homogeneity in the certification and oversight of AMOs and the same level of safety of aircraft maintenance operations; and
- (f) it recognizes the validity of other States' certificates and licences on the sole basis of safety considerations rather than gainable financial advantages.

5. CONCLUSION

5.1 Multinational certification of AMOs, initiated in Latin America by SRVSOP, shows that States' shared use of limited resources can lead to greater and better results than unliteral uncoordinated initiatives carried out by each State.

5.2 Commitment to harmonization and assurance of resource availability for the conduct of SRVSOP cooperation activities in a harmonized regulatory environment are crucial.

5.3 It is vital to maintain the SRVSOP States' commitment to multinational certification in a harmonized regulatory environment, in which everyone – the State, industry and user of air services in the Region – is a winner.

3.4 Commitment must be maintained to supporting multinational certification processes in the Regions through the regional safety oversight organizations.

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