



DGCA/06-IP/32
16/3/06
English and
Spanish only¹

DIRECTORS GENERAL OF CIVIL AVIATION CONFERENCE ON A GLOBAL STRATEGY FOR AVIATION SAFETY

Montréal, 20 to 22 March 2006

Theme 1: The status of aviation safety today

Topic 1.2: The status of safety oversight

Topic 1.3: Initiatives by States and industry

SITUATION OF SAFETY IN THE LATIN AMERICAN REGION

(Presented by the twenty-one² member States of the
Latin American Civil Aviation Commission)

SUMMARY

The purpose of this information paper is to inform the international aeronautical community about the work being carried out by the Latin American Civil Aviation Commission (LACAC) States in the area of safety.

1. INTRODUCTION

1.1 During the last decade, and as a matter of priority, the Latin American Civil Aviation Commission (LACAC) has worked hard to enhance the level of safety of air transport in its member States, in keeping with Article 5 of its by-laws, which, *inter alia*, foster and support cooperation and coordination among States, with a view to the orderly development and better use of air transport, encouraging the application of ICAO Standards and Recommended Practices (SARPs) and promoting agreements between States that will contribute to a better implementation and adoption of ICAO specifications in terms of airworthiness, aircraft maintenance and operation, licensing, and accident investigation.

1.2 On 1 October 1998, LACAC signed a Memorandum of Understanding with ICAO for the development of a “Regional Safety Oversight Cooperation System”. Likewise, it supports the work

¹ English and Spanish versions provided by LACAC

² Argentina, Aruba, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Dominican Republic, Uruguay and Venezuela

carried out by Central American countries within the Central American Aviation Safety Association (ACSA).

2. REGIONAL SAFETY OVERSIGHT COOPERATION SYSTEM (SRVSOP)

2.1 The safety oversight problem in the region gained especial significance and drew the attention at various international meetings convened by the States and the organisations representing the air transport industry in the region. During 1995, a Technical Cooperation Project was being developed with the participation of all countries of the CAR/SAM region, following the agreements of XLVI LACAC Executive Committee Meeting and the Fifth Meeting of Civil Aviation Authorities of the SAM Region, as well as at the XLVI meeting of LACAC Executive Committee (Asuncion, Paraguay, May 1996), and at the Fifth Meeting of Civil Aviation Authorities of the SAM Region (DAAC/5) (Cusco, Peru, June 1996). These last meetings recognized the need to create a multinational organisation to meet the common safety oversight needs of the States.

2.2 The World Conference of General Directors of Civil Aviation, convened by ICAO in October 1998, on the topic of a global safety oversight strategy, highlighted the need to coordinate and harmonize safety oversight assessment principles and procedures worldwide, while recognizing the advantages of a regional approach. Within this context, and precisely taking into account the initiative of LACAC, the Conference recommended ICAO to foster the establishment of regional mechanisms in order to attain long-term sustainability of safety oversight capabilities worldwide. In that sense, the Agreement referred to in paragraph 1.2 was subscribed in 1 October 1998, taking the opportunity of the above-mentioned Conference.

2.3 Currently, the Regional System operates according to the safety provisions of the Convention on International Civil Aviation and its Annexes, is compatible with the ICAO Universal Safety Oversight Audit Programme (USOAP), and is aimed at providing assistance to the participating States, in order to overcome common problems related to the effective compliance with their safety oversight responsibilities, pursuant to the SARPs contained in the Annexes to the Convention on International Civil Aviation (Chicago, 1944), the related procedures, and the corresponding ICAO documents.

2.4 The Regional System (SRVSOP) is currently made up by eleven States (Argentina, Bolivia, Brazil, Chile, Cuba, Ecuador, Panama, Paraguay, Peru, Uruguay and Venezuela) and two special observers (Airbus and EMBRAER). The European Commission also contributes financial resources to the System.

2.5 The tasks carried out by the Regional System to date are as follows:

a) drafting of the following harmonized aeronautical regulations:

- LAR 1 Definitions
- LAR 11 Rules for the formulation, issuance and amendment of LARs
- LAR 145 Approved maintenance organizations
- LAR PEL Licensing
- LAR OPS Air operations and certification

- LAR CIAC Civil aviation training centres
 - LAR CIAC Civil aviation training centres
 - LAR 61 Pilot licensing and ratings
 - LAR 63 Licences for flight crew members other than licences for pilots
 - LAR 65 Licences and ratings for personnel other than flight crew members
 - LAR 67 Medical Provisions Rules.
- b) Advisory circular CA 6.425-RVSM Requirements and procedures for the approval of operations in airspace with minimum vertical separation (RVSM);
- c) Airworthiness Inspector Manual;
- d) Operations Inspector Manual;
- e) advisory visits of the Technical Committee to Panama, Ecuador, Paraguay, Venezuela and Peru;
- f) training course for auditors registered under IRCA ISO9001: 2000 Lead Auditor;
- g) approval by the General Board of a LAR implementation policy;
- h) registry of LAR auditors;
- i) system for the exchange of apron inspection results;
- j) mechanism for the adoption of LAR 145;
- k) OMA certification trials, with multinational teams; and
- l) regional roster of aeronautical engineers for the approval of major aircraft alterations and repairs.

3. CENTRAL AMERICAN AVIATION SAFETY ASSOCIATION (ACSA)

3.1 The Central American Aviation Safety Agency (ACSA) was established with the purpose of evaluating, orienting, facilitating, and recommending to its member States (Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua) the necessary measures to meet their safety-related obligations under the Convention on International Civil Aviation and its Annexes, and to provide COCESNA with a unit for the provision of safety services.

3.2 ACSA assists the participating States in the preparation for, and during ICAO audits, and in the follow-up audit missions, and has supported them in the drafting and implementation of corrective measures. The creation of ACSA and the support it is providing to its member States have had a significant and positive impact on safety oversight capabilities.

3.3 ACSA became a project in late 1998, based on the need for a regional office that would provide safety services. It was endorsed by COCESNA and began its activities on 1 April 2000. The functions of ACSA are aimed at complying with Annex 1 — *Personnel Licensing*, Annex 6 — *Operation of Aircraft*, Annex 8 — *Airworthiness of Aircraft*, Annex 11 — *Air Traffic Services*, Annex 13 — *Aircraft Accident and Incident Investigation*, Annex 14 — *Aerodromes* and Annex 17 — *Security* to the Convention on International Civil Aviation. It is also empowered to conduct quality assurance assessments and inspections.

3.4 To date, ACSA has carried out, *inter alia*, the following activities:

- a) drafting of standards, procedures and provisions for the harmonization and standardization of the legal framework;
- b) establishment of suitable mechanisms for the certification of local air transport operators, maintenance shops, and training centres;
- c) drafting and revision of the Aeronautical Regulatory Codes of the various member countries, and drafting of an Operations Inspector Manual and an Airworthiness Inspector Manual;
- d) promotion of a Regional Aircraft Registry, and development of a database network in all member countries of COCESNA;
- e) implementation of an oversight programme, through inspections of operation bases, stations, routes, aprons, maintenance shops, training centres, simulators, and new additions to the fleet;
- f) follow-up of ICAO audits and of the Action Plans of the States of the region;
- g) development of a project with the IADB to reform the regulatory and institutional framework of air transport safety in Central America, Belize, Dominican Republic, Haiti and Panama;
- h) development of a project with the European Union (EU) concerning safety services;
- i) development and implementation of consultancy services through data networks to expand capacity, *e.g.* Project for the automation of the civil aeronautics authority (SIAR).

4. CONCLUSION

4.1 As may be seen, LACAC member States have done their utmost to optimize safety levels, and have established regional bodies to help States resolve common problems related to the effective compliance with their safety oversight responsibilities, in keeping with ICAO SARPs.

4.2 The Conference is invited to become aware of the current situation of safety oversight in Latin America, and of the initiatives of the States to improve it.