



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 1.3: Initiatives by States and industry

INITIATIVES TAKEN BY LATIN AMERICA

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

SUMMARY

This working paper details the work that the Latin American Commission for Civil Aviation (LACAC) has undertaken to meet operational safety oversight objectives and the work of the Operational Safety Oversight Regional Cooperation System.

Action by the Conference is in paragraph 4.

1. INTRODUCTION

1.1 The Latin American Operational Safety Oversight Regional Cooperation System was officially established at the 11th Ordinary Assembly of the Latin American Commission for Civil Aviation (LACAC) held in Manaus, Brazil, from 7 to 10 November 1994, following one member State's unilateral decision to make the results of its inspections of member State airlines public. The member States present agreed to promulgate a document (the "Manaos Declaration") which recognizes ICAO as the sole authoritative world civil aviation organization.

1.2 The Operational Safety Oversight Regional Cooperation System, created to meet the needs of Latin America, was established by virtue of the Memorandum of Understanding signed by ICAO and LACAC in October 1998; the system's mission (Article 1 of its regulations), is to "provide advice and assistance to Contracting States with a view to resolving common problems which hinder effective

¹ English and Spanish 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

compliance with obligations connected to safety oversight and operational safety, as per the Standards and Recommended Practices (SARPs) which appear in the Annexes to the Chicago Convention, related procedures, pertinent ICAO regulations and the recommendations made within the framework of the ICAO Universal Safety Oversight Audit Programme”.

2. DISCUSSION

2.1 The ICAO Universal Safety Oversight Audit Programme (USOAP) has allowed aviation authorities to ensure that all States implement the operational safety SARPs and related procedures which appear in the Annexes to the Convention on International Civil Aviation.

2.2 In adopting Resolution A35-7, the Assembly expressed its firm support for a unified strategy aimed at resolving safety-related deficiencies and requested that the Council implement a strategy based on principles of transparency, cooperation and mutual assistance, designed to foster, wherever appropriate, **the establishment of associations between States, users, aviation services providers, companies in the sector, financial entities and other stakeholders, with a view to helping States resolve safety-related deficiencies.**

2.3 Of the two main components of the plan to implement a unified strategy to help States resolve operational safety problems, the most important is that of assistance for these States.

2.4 USOAP itself revealed that many States have difficulties meeting their operational safety obligations, among other things, because of a lack of financial resources.

2.5 The Operational Safety Oversight Regional Cooperation System (SRVSOP) has allowed us to identify our weaknesses and strengths at the regional level and to tap potential for cooperative work.

2.6 SRVSOP has created and implemented a programme to provide technical support and advice to Contracting States who require this aid to implement and apply ICAO SARPs and related guiding instruments.

2.7 SRVSOP has also developed a broad-reaching training programme which is concomitant with every year's activities programme. In 2006, the third ISO 9001:2000 auditor training course will be offered and certification tests for maintenance organizations, using the LAR 145 norm and the Aviation Inspector's Manual, will continue to be offered.

2.8 Among other activities planned, after a group of operations inspectors has completed the training phase, certification tests for aviation services users in SRVSOP member States will begin; States that request assistance will be visited for this purpose; a training seminar for the managerial personnel of civil aviation organizations and companies will be offered — this seminar will have the support of AIRBUS and will touch on the concept of a regional regulations system.

3. CONCLUSIONS

3.1 The unified strategy, as established through Resolution A35-7, is a high priority for ICAO. Its chief purpose is to assist States or groups of States in resolving safety-related deficiencies. Aviation authorities are responsible for ensuring compliance with obligations related to safety oversight, exchange of information and experiences and exploiting all avenues for mutual aid.

3.2 LACAC, whose structure and current efforts are in step with Assembly Resolution A35-7, is comprised of States from the region that have qualified human resources who have completed the ICAO RLA 95 and RLA 99 regional training programmes and who have specialized knowledge of aviation legislation and regulations, regulations development and the technical procedures and practices needed to ensure the safety of aerial operations.

4. ACTION BY THE CONFERENCE

4.1 The Conference is invited to:

- a) take note of the information contained in this working paper;
- b) request the support of ICAO and LACAC regional offices and other institutions to immediately activate their assistance mechanisms, for States that may require such assistance; and
- c) encourage the bilateral exchange of experiences and practices among specialists of aviation institutions, through ICAO regional agencies and organizations.

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