



**ASSEMBLY — 41ST SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 32: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms**

**THE REGIONAL SAFETY OVERSIGHT COOPERATION SYSTEM (SRVSOP), A REGIONAL MECHANISM CREATED TO IMPROVE OPERATIONAL SAFETY IN LATIN AMERICA**

(Presented by Bolivia (Plurinational State of) and supported by Aruba (Kingdom of the Netherlands), Belize, Brazil, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of))

**EXECUTIVE SUMMARY**

This working paper presents the work of the Regional Safety Oversight Cooperation System (SRVSOP) and the gains made by implementing measures to ensure the efficient use of available resources.

**Action:** The Assembly is invited to:

- a) take note of the main activities of SRVSOP and their impact on the region, as well as the possibilities for regional cooperation in the development of new projects; and
- b) continue to support regional safety oversight organizations (RSOOs) such as SRVSOP.

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objective of Safety.
<i>Financial implications:</i>	None
<i>References:</i>	Final report JG/33

<sup>1</sup> Spanish version provided by Bolivia (Plurinational State of).

## 1. INTRODUCTION

1.1 The Regional Safety Oversight Cooperation System (SRVSOP) is an RSOO comprising the following 12 States: Argentina, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Cuba, Ecuador, Panama, Paraguay, Peru, Uruguay and Venezuela (Bolivarian Republic of), plus an industry observer, Airbus.

1.2 The SRVSOP mission is to establish and operate a regional safety oversight system in the Americas, with the necessary technical, logistical and administrative support, in accordance with the safety provisions of the Convention on International Civil Aviation and its Annexes, and compatible with the ICAO Universal Safety Oversight Audit Programme (USOAP).

1.3 SRVSOP supports its member States through the development of regulations, training courses for safety inspectors and technical staff and certification and oversight activities with multinational teams, and by advising States on overcoming safety deficiencies, thereby generating significant financial savings for States. Cost-benefit analyses carried out to date on SRVSOP services and products show, on very conservative estimates, benefits in the order of US\$ 35 million resulting from the operation of the Regional System.

## 2. MAIN ACTIVITIES OF SRVSOP

### **Development, harmonization and/or adoption of Latin American Aviation Regulations (LARs).**

2.1 SRVSOP began developing LARs in 2002. To date, 48 regulations have been developed in the areas of personnel licensing (PEL), operations (OPS), airworthiness (AIR), aerodromes and ground aids (AGA) and air navigation services (ANS). These regulations are continuously updated and made freely available to member States through the processes of harmonization and/or adoption, in compliance with the latest amendments to Annexes 1 — *Personnel Licensing*, 2 — *Rules of the Air*, 3 — *Meteorological Service for International Air Navigation*, 4 — *Aeronautical Charts*, 6 — *Operation of Aircraft*, 7 — *Aircraft Nationality and Registration Marks*, 8 — *Airworthiness of Aircraft*, 10 — *Aeronautical Telecommunications*, 11 — *Air Traffic Services*, 12 — *Search and Rescue*, 14 — *Aerodromes*, 15 — *Aeronautical Information Services*, 16 — *Environmental Protection*, 18 — *The Safe Transport of Dangerous Goods by Air* and 19 — *Safety Management*. This programme also includes manuals for inspectors and associated advisory circulars.

2.2 Amendments to the Annexes to the Convention on International Civil Aviation are taken up by SRVSOP expert panels, thereby ensuring effective implementation and the coordinated notification of any necessary updates on compliance and changes. Once the rules in the amendments to the Annexes to the Convention have been discussed in the SRVSOP expert panels, they are incorporated as standards in the relevant LARs. The LARs have a 100 per cent harmonization rate with the Standards and Recommended Practices (SARPs), providing the SRVSOP member States not only with a modern and complete set of regulations that reflects the progress made in the Annexes to the Convention, but also with a sustainable process for enhancement and update of this body of regulations.

2.3 The LARs and their associated documents are currently being aligned with the guidance on the review of audit protocol questions under the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP-CMA). Following this harmonization, States will have a body of regulations consistent with the provisions of the Annexes to the Convention, the procedures of ICAO documents, industry best practices and USOAP-CMA requirements.

### **Ramp Inspection Data Sharing Programme (IDISR)**

2.4 The SRVSOP IDISR programme gathers data in order to store, process and share safety information among States on the annual ramp inspections of foreign operators, with a view to detecting deficiencies and identifying the corresponding corrective action at the regional level.

2.5 Member States have free access to the inspections database, and their participation enables them to comply with the foreign operator's oversight standards under Annex 6, Part I, as well as to collect safety data for use in their own State safety programmes (SSP).

### **Multinational technical cooperation agreements**

2.6 The signing of multinational technical cooperation agreements on the certification and oversight of maintenance organizations, civil aeronautical instruction and training centres and aeronautical medical centres, has brought about significant enhancements to efficiency.

2.7 These mechanisms do away with the multiple international certifications required of certain service providers (aircraft maintenance organizations (AMOs), civil aviation training centres (CATCs)), replacing them with a single certification process recognized by the other SRVSOP member States. To date, SRVSOP has successfully completed five multinational certification processes for maintenance organizations and two certification procedures are ongoing and nearing completion.

### **Qualification and training of technical personnel**

2.8 SRVSOP offers States, free of charge, a variety of technical courses in the areas of AIR, OPS, PEL, AGA and ANS. Over the last five years, AIR, PEL, OPS, AGA and ANS government inspector courses have been run at least once a year.

2.9 In terms of training activities, from 2013 to 2021, SRVSOP offered States more than 30 courses in the various specialist areas, training more than 6 500 inspectors in 12 States and certifying more than 36 multinational instructors.

2.10 It has only been possible to meet the great demand for training because of the continuous generation of competencies and capacities in the States themselves, which has increased the number of inspectors qualified as instructors.

### **Assistance to States**

2.11 The main purpose of SRVSOP is to support member States in overcoming deficiencies detected through USOAP-CMA.

2.12 To that end, SRVSOP provides ongoing technical assistance to States that request it; between 2013 and 2022, more than 576 missions were carried out, with a total of 5 497 mission days in 12 States, as well as virtual assistance.

### **Support in the implementation of the performance-based navigation (PBN) concept.**

2.13 SRVSOP has played an important leadership role in supporting the implementation of the PBN concept in the region. To date, 12 PBN advisory circulars have been prepared, in addition to approval procedures for operations and airworthiness inspectors, thereby preventing any lack of

knowledge among safety inspectors of how to approve PBN operations from becoming a barrier to implementation.

**Support for the establishment and implementation of operational safety management systems (SMS) by service providers.**

2.14 As part of its ongoing assistance to member States, SRVSOP has carried out a campaign to support service providers in setting up and implementing operational safety management systems (SMS), by providing courses and workshops and issuing advisory circulars in the various technical fields.

2.15 It has also developed a tool to evaluate the compliance and performance indicators for each component, to determine whether each indicator is present, adequate, operational and effective. In the same vein, it gives guidance on what to look for and on the acceptability criteria for assigning the effectiveness indicator to each compliance and performance indicator.

**SRVSOP strategic planning**

2.16 At the Thirty-third Ordinary Meeting of the General Board (JG/33), held on 5 March 2022 in Montevideo, Uruguay, a proposal was made for an initiative to ensure strategic guidelines and improve efficiency in the execution of SRVSOP activities.

2.17 To carry out this initiative, Conclusion JG 33/07 proposed the creation of an ad hoc group of specialists appointed by States and by the Secretariat, which would propose an evaluation of, and strategic planning for, the System, so as to provide formal underpinning for the guidelines, objectives, indicators and goals established by the SRVSOP General Board.

2.18 This new vision will enable SRVSOP to confront the new challenges presented by the continuous evolution of aviation, providing it with the necessary tools and resources to carry out its programmes.

**3. DISCUSSION**

3.1 SRVSOP has demonstrated that it has provided assistance to member States and, following the guidelines set forth in Doc 9734, *Safety Oversight Manual, Part B — The Establishment and Management of a Regional Safety Oversight System*, has established a system for quality management and continuous enhancement of the main processes.

3.2 SRVSOP has helped enhance member States' safety oversight systems for more than 20 years. It has made a significant contribution to the development of Latin American Aeronautical Regulations (LARs) that comply with the Standards and Recommended Practices (SARPS) in the Annexes to the Convention; safety inspector manuals (OPS, AIR, PEL, AGA and ANS); as well as guidance materials and the respective government safety inspector (GSI) courses.

3.3 The work of SRVSOP is reflected in USOAP-CMA outcomes, with an average effective implementation (EI) of 84.98 per cent by SRVSOP States.

#### 4. CONCLUSION

4.1 Based on the above, it is clear that the cooperative use of limited resources makes it possible to achieve greater and better results than the development by each State of unilateral and uncoordinated initiatives. The key to securing positive results from cooperation is to harmonize standards and ensure that funds are available for activities.

4.2 It is essential to explore new alternatives for attracting additional resources in order to guarantee the continuity and strengthening of regional cooperation projects, and thus make it possible to broaden their scope to cover areas with less effective application at the regional level.

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