



International Civil Aviation Organization
South American Regional Office
Eleventh Meeting of Civil Aviation Authorities of the South American Region (RAAC/11)
(Santiago, Chile, 6-8 May 2009)

Agenda Item 4: Analysis of the Level of Safety Oversight attained in the Region

b) Assessment of the progress made by the SRVSOP

(Presented by Bolivia)

Summary

This paper is aimed at reminding SAM States that are members of the Regional Safety Oversight System of their commitment to the harmonisation of aeronautical standards, and encouraging them to harmonise in order to strengthen and optimise safety in the Region for the benefit of the whole international community.

References:

- Regional Project 95/003 document;
- Report of the fifth Meeting of Civil Aviation Authorities;
- Project 99/901 document;
- Memorandum of Understanding between LACAC and ICAO;
- LACAC by-laws;
- ICAO Assembly Resolution A-29-13.

1. Introduction

Origin of the Regional System

1.1 The fifth Meeting of Civil Aviation Authorities of the South American Region (RAAC/5), convened by the ICAO South American Regional Office, was held in the city of Cusco, Peru, in June 1996.

1.2 The RAAC/5 meeting reviewed the status of compliance with ICAO SARPs on safety, and the problems encountered by the States. In this sense, it decided to adopt concrete measures to overcome these problems and to study the possibility of establishing a multinational or regional safety oversight body, taking the activities of project RLA/95/003 as a starting point. This organisation should be agile, dynamic, and with supranational authority, aimed at assisting States in the application of ICAO standards and recommended practices, under the direct coordination of ICAO through its Regional Office. It was stated that an organisation established with such objective would also ensure the sustainability of the achievements of the various mechanisms in the Region, guaranteeing an ongoing updating of approved standards and procedures and assistance for their application.

1.3 Finally, the RAAC/5 meeting requested ICAO to study the feasibility of creating a multinational body to meet the common needs of States in terms of fulfilling their safety oversight responsibilities, and if deemed appropriate, take relevant action to create it.

1.4 In response to this RAAC/5 conclusion, the first meeting of the Study Group on Institutional Aspects concerning the establishment of a multinational safety oversight body was held in August that year. The meeting highlighted the need to find a regional solution through an agile and simple mechanism acceptable to the States in the Region. It also considered necessary to establish a Cooperation Agreement between national aviation authorities, within the framework of the powers granted to them by their own laws, in an attempt to avoid delays that usually exist when ministerial or parliamentary bodies of the States participate in the process.

Participation of LACAC in the Regional System

1.5 After analysing the purpose of the organisation to be created, the meeting discussed its coverage, in terms of whether States that did not belong to the area of responsibility of the SAM Regional Office could be allowed to participate, and agreed that the possibility would be given to other States to participate and that all the means available in the Region should be used, such as the Latin American Civil Aviation Commission (LACAC), which, being a broader regional organisation, could offer that possibility of participation to its member States.

Creation of the Regional System

1.6 Thus, in October 1998, the International Civil Aviation Organization (ICAO) and the Latin American Civil Aviation Commission (LACAC) signed a Memorandum of Understanding to promote the establishment of a Regional Safety Oversight Cooperation System (SRVSOP) in the North American, Central American, South American, and Caribbean States.

1.7 The aforementioned Regional System operates in keeping with the safety provisions of the Convention on International Civil Aviation (Chicago, 1944) and its Annexes, and is compatible with the ICAO Universal Safety Oversight Audit Programme (USOAP) (Article 1 of the Memorandum of Understanding).

1.8 In view of the above, an Agreement among the States of the aforementioned Regions was fostered for the implementation of, and participation in, the SRVSOP (Article 4 of the Memorandum of Understanding, item 4.1).

1.9 It was also established that the procedures for the organisation and operation of the Regional System would be defined in the attached regulations to be agreed by the parties (Article 1 *in fine* of the Memorandum of Understanding).

Role of LACAC

1.10 The main objective of Article 4 of the LACAC by-laws is to provide civil aviation authorities of member States with an adequate structure for the discussion and planning of all the measures required for purposes of cooperation and coordination of civil aviation activities. Likewise, LACAC is responsible for promoting agreements among the States of the Region that will contribute to the best implementation of ICAO regional plans and the adoption of ICAO specifications in terms of airworthiness, aircraft operations and personnel licensing.

1.11 Note should be taken of recommendation A14-20 of the XIV Ordinary Assembly of LACAC on safety in the region, in which, among other things, member States are urged to support the creation of a multinational regional mechanism that meets the common needs of States in terms of fulfilment of their safety oversight responsibilities.

1.12 It also states that LACAC maintains a close relationship with ICAO to ensure the harmonisation and coordination of its activities with ICAO objectives and plans.

Commitments assumed by the States regarding regional safety oversight mechanisms

1.13 In the declaration of the Conference of Directors General of Civil Aviation on a global safety strategy (Montreal, March 2006)¹, the Directors undertook to develop sustainable safety solutions, including the training or strengthening of regional and sub-regional safety oversight organisations and initiatives.

1.14 On the other hand, Resolution A 29-3 of the ICAO General Assembly urges the States to take positive measures to promote global harmonisation of national regulations governing the application of ICAO standards. Resolution 36-2 urges the States to promote the creation of regional or sub-regional partnerships for the development of solutions to common problems in order to strengthen State safety oversight capabilities, participate in the strengthening and promotion of regional safety oversight systems, including regional safety oversight organisations, or give them tangible support.

2. Discussion

2.1 In 1996, this Meeting of Directors had the important initiative of establishing a regional safety oversight mechanism perfectly aligned with the international commitments assumed during the aforementioned meetings.

2.2 The land-locked nature of Bolivia makes air transport a fundamental tool for the development and wellbeing of our people. Safety and compliance with international standards are essential elements for the sector. However, the size of the national aeronautical activity forces us to seek greater regional integration in order to effectively meet our safety oversight obligations.

2.3 Bolivia participates actively in all the activities of the Regional System and is witness to its advantages and achievements.

2.4 However, as may be expected, all regional integration objectives face difficulties. The progress made by the Regional System is not sustainable unless there is a political will of its members to comply with the commitments undertaken.

2.5 In this regard, at the last meeting of the General Board of the Regional System, a commitment index (see **Appendix A**) prepared by the Technical Committee of the Regional System was presented at the request of the meeting of Focal Points.

2.6 The Directors of our region should make all possible efforts to improve these indices and thus ensure the sustainability of the results achieved to date by the Regional System.

¹ See ICAO Document 9866

2.7 Our region has started to be noted within the international context, thanks to the joint efforts of all the States of the Regional System. We have already carried out multinational certifications and oversight; we have an on-going programme to share information on apron inspections; we are participating with the main global aviation actors in the design and development of a global database of air operator certificates and their operational specifications. All these achievements should fill us with pride and satisfaction.

2.8 The benefits of the Regional System are quite clear to our country, but the commitment indices presented by the Technical Committee are a cause of concern.

3. Conclusions

3.1 There is a need to consolidate regional technical cooperation project RLA/99/901, by creating and operating a regional safety system in Latin America with the required technical, logistic, and administrative support, especially considering that the SRVSOP member States have recognised that the first step to establish a regional safety oversight system is to have a harmonised set of aeronautical standards and associated procedures that:

- Ensures compliance with ICAO standards,
- Uses simple language,
- Avoids literal translation of models from different realities,
- Balances oversight and freedom for the operators.

And there are these other advantages of a regional system:

- Cost savings,
- Harmonised regulation,
- Homogeneous human resources,
- Multinational teams
- More independence from the auditing element,
- More transparency,
- Avoidance of functional duplication,
- More facilities for the industry,
- Higher levels of safety

3.2 These advantages can only be obtained through a firm commitment by the States to further the harmonisation process and/or the adoption of regional standards. Accordingly, the following recommendation is submitted to the Meeting for its approval:

Recommendation RACC/11-XX Commitment to the objectives of the Regional System

That the Directors of Civil Aviation of the South American Region reaffirm their commitment to the initiatives of the Regional Safety Oversight System, through:

- a) Tangible support to its work programme.
- b) Improving the index of commitment with the Regional System shown in **Appendix A** to this working paper.
- c) Compliance with the target dates defined by the General Board for the harmonisation and/or adoption of the LARs.

4. **Suggested Action**

4.1 The Meeting is invited to:

- a) recognise the significant progress made by the Regional Safety Oversight System;
- b) reaffirm the commitment with the harmonisation and/or adoption of the LARs, taking the necessary action to improve the level of commitment with the Regional System; and
- c) take the necessary measures in their own States to comply with the harmonisation programmes.

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