

**ORGANIZACIÓN DE AVIACIÓN CIVIL INTERNACIONAL**  
**Oficina Regional Sudamericana**

**Proyecto Regional RLA/99/901**  
**SISTEMA REGIONAL DE COOPERACIÓN PARA LA VIGILANCIA DE LA SEGURIDAD**  
**OPERACIONAL**

**Séptima Reunión de Coordinación con los Puntos Focales del SRVSOP**  
(Lima, Perú, del 24 al 26 de febrero de 2010)

**Asunto 5: Propuesta del programa de trabajo 2010 para su presentación a la Junta General**

- c) **Propuesta de Nota de Estudio del SRVSOP para la Conferencia de Alto Nivel sobre Seguridad Operacional (Montreal, Canadá, 29 de marzo al 1 de abril de 2010)**

(Nota presentada por Secretaria)

**Resumen**

Esta nota de estudio presenta a la Séptima Reunión de Coordinación con los Puntos Focales (RCPF/7), información sobre la Reunión de Alto Nivel sobre Seguridad Operacional (Montreal, Canadá, 29 de marzo al 1 de abril de 2010) e incluye un borrador de nota de estudio que podría ser presentada por el Sistema Regional.

**1. Antecedentes**

1.1 El Sistema Regional ha desplegado, desde el inicio de sus operaciones, una serie de iniciativas en el marco de la Seguridad Operacional, que de acuerdo con las opiniones expresadas por los técnicos involucrados en estos esfuerzos, deberían tener una mayor difusión, como por ejemplo la creación del mecanismo de armonización, programas multinacionales de certificación y vigilancia (OMAs, IDISR, CIACs), asistencia a los Estados, apoyo en la implementación del RVSM y PBN, etc.

1.2 La Conferencia de Alto Nivel sobre Seguridad Operacional a realizarse en Montreal, Canadá del 29 de marzo al 1 de abril de 2010, incluye en su agenda el tema de la armonización de las normas y los procesos para abordar cuestiones de seguridad operacional donde se busca que la Conferencia se comprometa con respecto a las medidas para reducir las exigencias de que los titulares de certificados cumplan con múltiples requisitos para disminuir la carga administrativa y financiera para los Organismos de Mantenimiento Reconocidos (AMO), titulares de certificados de tipo (TC) y organizaciones de instrucción reconocidas (ATO).

## 2. **Análisis**

2.1 El Sistema Regional a través de su programa de armonización de normas y de acuerdos cooperativos para la realización de actividades de certificación y vigilancia, ha logrado importantes avances en esta materia que podría compartir en esta importante reunión, informando sobre las dificultades que se han experimentado principalmente en temas administrativos antes que técnicos.

2.1 En el **Apéndice A** a esta nota de estudio se presenta un borrador de nota de estudio preparado por el Comité Técnico en coordinación con especialistas de la región que han estado involucrados en el proceso del desarrollo normativo del LAR 145 y en las actividades de certificación y vigilancia de las Organizaciones de Mantenimiento.

2.2 La nota de estudio debería ser enviada en idioma inglés para antes del 15 de marzo de 2010.

## 3 **Acción sugerida**

3.1 Se invita a la Séptima Reunión de Coordinación con los Puntos Focales (RCPF/7) a:

- a) Tomar nota sobre la información presentada en esta nota de estudio;
- b) comentar sobre la propuesta de nota de estudio para la Reunión de Alto Nivel sobre Seguridad Operacional a realizarse (HLSC) en Montreal, Canadá del 29 de marzo al 1 de abril que se adjunta en el **Apéndice A**; y
- c) decidir sobre la representación del SRVSOP en la HLSC para la presentación de la Nota de Estudio.



International Civil Aviation Organization

**WORKING PAPER**

HLSC 2010-WP/XX  
17/12/09

## **HIGH-LEVEL SAFETY CONFERENCE 2010**

**Montréal, 29 March to 1 April 2010**

**Theme 3: Other safety issues**

**Topic 3.1: Harmonization of rules and processes to address other safety issues**

### **RECOGNITION AND VALIDATION OF APPROVALS AND CERTIFICATIONS ISSUED BY OTHER STATES**

(Presented by the Regional System for Safety Oversight in Latin America)

#### **SUMMARY**

**Action:** The Conference is invited to:

- a) Note the information provided in sections 2.1 and 2.2 of this paper
- b) express its support for the role of Regional Safety Oversight Organizations for reducing the administrative and financial burden to industry for approvals of Approved Maintenance Organizations (AMOs), type certificate holders and Approved Training Organizations (ATOs); and
- c) Commit on the implementations of regulations based only on safety requirements.

#### **1. INTRODUCTION**

1.1 ICAO has been promoting the creation of Regional and Sub-Regional Safety Oversight Organization (RSOO) as a solution to the common problems confronted by States in complying with their international safety oversight obligations as per the Chicago Convention on International Civil Aviation.

1.2 The majority of Member States contained within the Regional System on Safety Oversight in Latin America (SRVSOP) have acknowledged the importance of progressing towards the

implementation of a harmonized regulatory environment as the first step towards the implementation of an effective RSOO. At present 27 Latin American Aeronautical Regulations (LAR) have been developed, covering ICAO Annexes 1, 2, 6, 7 and 8. The harmonization program is complemented by Multinational certification and surveillance activities, training programs and meetings for reaching consensus on new and amendments to the Latin American Regulations, and a program for assistance to States.

1.3 Under the multinational certification and surveillance initiative a project for Aircraft Maintenance Organization (AMO) was launched in 2004. Under this project an AMO is subject to a multinational process for certification which is then recognized by participating Member States. This creates common standards and avoids duplication of efforts while promoting mutual trust and recognition. To be part of a multi-national team, Safety Inspectors from the Region are required to sign-on to the LAR Auditor Register once the inspector have comply with the requirements to be part of the Register. A similar program is expected to be launched in 2010 as regards the certification of training centers.

1.4 LAR 145 is the Latin American Regulation containing the requirements for approving a certification and operation related to the approval of Aircraft Maintenance Organizations. After several harmonization meetings States members of SRVSOP agreed on November 2005, on a period of 5 years for harmonizing their national regulation with LAR 145 Version 2.

1.5 Using LAR 145, SRVSOP had carried out six (6) multinational certifications of AMOs among the region. The certification process comprises 5 phases. A multinational team of safety inspectors develops phases 1 to 4 and prepares a report showing the results and compliance with LAR 145 requirements. This report is then sent to the Civil Aviation Authorities for the validation of the results and issuing of the corresponding certification. (Phase 5).

## 2. **DISCUSSION**

2.1 SRVSOP is offering a service for interested AMOs for reducing the administrative and financial burden, this service is expected to expand for Aviation Training Organizations and for Type Certification. However there still some issues that need to be addressed.

2.2 The main difficulties that some States have encountered to validate the results of the multinational team, are mainly associated to non-safety administrative requirements that have been included in their national aviation regulations, for example administrative fees and the requirement for a legal representation of the AMO at the State issuing the certification.

## 2.3 **PROPOSAL**

2.3.1 The Conference is invited to note the progress made by States members of SRVSOP for the recognition and validation of certificate holders, to support their efforts and to promote the development and implementation of harmonized regulations only based on safety requirements.

3. **CONCLUSIONS**

3.1 Regional Safety Oversight Organizations plays an important role for achieving global harmonization and for reducing the duplications of efforts. Aviation Safety and Industry will greatly benefit by strengthen RSOOs.

- END -