



**WORKING PAPER**

RASG-PA/10 — WP/05  
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**Tenth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/10)**  
Quito, Ecuador, 20-21 June 2019

**Agenda Item 3: Operational safety risks**

**3.4 NACC & SAM Risk mitigation activities**

**REPORT OF THE REGIONAL SAFETY OVERSIGHT COOPERATION SYSTEM (SRVSOP)**

(Presented by the SRVSOP Technical Committee)

<b>EXECUTIVE SUMMARY</b>	
This working paper presents to RASG-PA/10 the work carried out by the Regional Safety Oversight Cooperation System (SRVSOP) to support its States in strengthening their safety oversight activities under a mechanism of close regional cooperation and cost-sharing, based on common regulations and procedures.	
<b>Action:</b>	Take note of this working paper and of the opportunities provided by the SRVSOP as a regional safety oversight organization in the South American Region.
<i>Strategic objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• 2017-2019 Global Aviation Safety Plan</li><li>• Annex 19 – Safety management</li><li>• SRVSOP implementation agreement</li></ul>

**1 Background**

1.1 The 2017-2019 Global Aviation Safety Plan (GASP) highlights that regional safety oversight organizations (RSOs) play an important role in supporting the establishment and implementation of safety oversight systems since, through collaboration mechanisms and sharing of resources among States within a region, they can improve their safety oversight capabilities, which by themselves would be difficult to achieve, due to lack of resources.

1.2 The benefits derived from these organizations can be seen in the **Regional Safety Oversight Cooperation System (SRVSOP)**, established through an implementation agreement signed by 12 South American States and Cuba, whose mission is to provide assistance to its States for the resolution of their safety oversight issues, and increase effective implementation (EI) of the critical elements (CE) of the safety management system, as noted in the results of the USOAP CMA.

1.3 SRVSOP started operations in 2002, initially focused on the areas of personnel licensing (PEL), aircraft operations (OPS) and airworthiness (AIR). However, over the years and in response to the requirements of its States, it has expanded the scope of its products and services to the areas of aerodromes and ground aids (AGA) and air navigation services (ANS).

1.4 At present, the SRVSOP is composed by 12 States: Argentina, Bolivia, Brazil, Chile, Colombia, Cuba, Ecuador, Panama, Paraguay, Peru, Uruguay and Venezuela, with AIRBUS as an observer since the beginning of its operations, which constitutes a valuable support for our organization.

## **2 SRVSOP achievements**

2.1 Since it started operations, the SRVSOP felt that, in order to be more effective in supporting States, it should establish five activity areas in its annual work programme, namely:

- a) Harmonisation of regulations;
- b) Multinational activities;
- c) Assistance to States
- d) Training; and
- e) Meetings.

### **2.2 Harmonisation of regulations (CE-2, CE-5)**

2.2.1 Currently, the SRVSOP has developed a total of **47 “Latin American Aeronautical Regulations – LARs”**, which are composed by LAR PEL, LAR OPS, LAR ANS and GEN LAR packages, covering 15 Annexes to the Convention on International Civil Aviation, and which contain the latest valid amendments approved by ICAO and, thus, ensure 100% compliance with ICAO SARPs.

2.2.2 Furthermore, to supplement these regulations, it has developed a total of 13 procedural handbooks for inspectors in the various specialties, 45 advisory circulars for the industry, and 4 guidance brochures for carrying out multinational activities.

2.2.3 Pursuant to Article 2 of the SRVSOP Implementation Agreement, States have been adopting and harmonising their regulations and related documents, as a first step towards achieving various benefits regarding multinational certification, automatic licence validation and exchange of inspectors. 82% global harmonisation has been achieved in PEL, OPS and AIR-related regulations.

### **2.3 Multinational activities (CE-6, CE-7)**

2.3.1 The main multinational activity of the SRVSOP is the multinational certification of approved maintenance organisations (AMOs). The aeronautical industry has responded positively to this

product generated by the SRVSOP. These activities are carried out by multinational LAR inspectors that meet the technical requirements and are experienced and trained in the best auditing practices (ISO 19011).

2.3.2 To date, four organizations from three SRVSOP States have been certified under the Multinational Technical Cooperation Agreement: LAN Peru (Peru), AEROLANE (Ecuador), and CMR SAS and LAN Colombia (Colombia). They have also complied with oversight processes by multinational teams. It is expected that SAE of Bolivia and EcoCopter of Chile will complete their certification in 2019.

2.3.3 These certifications generate significant cost savings and avoid duplication of efforts for both the industry and the CAAs, since, through a single process under common regulatory requirements an organisation can obtain certification from 10 States.

2.3.4 This same benefit has been extended to civil aviation instruction and training centres, as well as to aeronautical medical examination centres, given the progress made by States in regulatory harmonisation. At present, the *Corporación Educativa Indoamericana* of Colombia is in the process of obtaining its certification, and other centres have expressed interest.

## 2.4 Assistance to States

2.4.1 During the last five years, SRVSOP has conducted various specialised technical assistance activities in its States, aimed at improving effective implementation (EI) of the SARPs in the Region. To this end, use was made of experts of its States and members of its Technical Committee in the various areas of expertise that are audited by the USOAP CMA (LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA), with both on-site missions and teleconferences.

2.4.2 As a result of this assistance, several States have significantly improved their EI, and have even received a certificate from the President of the ICAO Council:

State	Year	EI Increase
Ecuador	2016	60% to <b>90.25%</b>
Bolivia	2017	60% to <b>83.04%</b>
Paraguay	2017	60% to <b>71.33%</b>
Uruguay	2017	60% to <b>71.72%</b> <b>+ 80% (2019)</b>

2.4.3 In addition, the overall EI of SRVSOP States is currently **81.98%**, one of the highest worldwide.

## 2.5 Training (CE-4)

2.5.1 The SRVSOP has a portfolio of 32 training courses, including courses for government inspectors (GSI) in the various aeronautical specialties, as well as several workshops on SSP and SMS implementation, which are held in Lima and in the States that so require it, at no cost to the participants, except for the instructors' air tickets and per diem, when conducted on site.

2.5.2 For the conduction of these courses, we have a total of 36 multinational instructors and Technical Committee experts. Between 2013 and 2018, we had a total of 3,785 participants in our courses, which are in increasing demand by our States, given the progress made in harmonisation, and because they contribute to the implementation of CE-4 - Qualified technical personnel.

## 2.6 Meetings

2.6.1 The main pillars for the development and harmonisation of the Latin American Aeronautical Regulations (LAR) are the panels in each technical area, representing the 12 States. They are responsible for drafting and updating 47 regulations, and proposing initiatives to further LAR harmonisation and/or adoption, ensuring compliance with the SARPs of the Annexes to the Convention on International Civil Aviation.

## 3 Conclusion

3.1 We can surely say that the SRVSOP, with the commitment of its States, contributes to enhanced effective implementation of the critical elements of the safety system established by ICAO. The sharing of resources among States significantly reduces the cost of producing regulations, guidance material (inspector's manuals and advisory circulars for the industry), training courses, technical assistance, multinational certification and oversight activities, which, according to the latest cost-benefit study, allowed States to save more than 35 million dollars during the 2001-2015 period.