Revised
GREPECAS/16 - WP/06
14/03/11

International Civil Aviation Organization
CAR/SAM Regional Planning and Implementation Group (GREPECAS)
Sixteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/16)
Punta Cana, Dominican Republic, 28 March – 1 April 2011

Agenda Item 2: Safety and RASG-PA Activities

Status and outlook of the Regional Safety Oversight Cooperation System (SRVSOP)

(Presented by the Secretariat)

SUMMARY

This working paper presents background information on the SRVSOP, the results obtained, and its outlook concerning the implementation of AGA requirements and other air navigation standards for improving safety levels in member States, and the support it can provide to the implementation of SSP requirements.

ICAO Strategic Objective:	*A – Safety*

1 Introduction

1.1 The Fifth Meeting of Civil Aviation Authorities of the South American Region (RAAC/5), held in Cusco, Peru, in 1996, analysed the need for an agile, dynamic, multinational or regional safety oversight body with supranational authority to assist the States in their responsibility for the application of ICAO standards and recommended practices, and which would operate under the direct coordination of ICAO through its Regional Office. To that end, it requested ICAO to study the feasibility of creating a multinational body that would meet the common needs of the States regarding their safety oversight responsibilities and, in case of a positive result, to take the corresponding action for its establishment.

1.2 As a result of the feasibility study entrusted to RAAC/5, a memorandum of understanding (MOU) was signed on 1 October 1998 in Montreal, Canada, between ICAO and the Latin American Civil Aviation Commission (LACAC) for the establishment of the Regional Safety Oversight Cooperation System (SRVSOP). Thus, the States wishing to join the SRVSOP had to sign an Accession Agreement deposited before LACAC. By signing this Agreement, States recognise and accept the Memorandum of Understanding signed between ICAO and LACAC and its regulations, while acquiring some international rights and commitments on the subject.

2 Status of the SRVSOP

2.1 The SRVSOP started its activities in 2002 and, in its nine years of operation, it has been able to develop a process for the gradual establishment of a harmonised set of aeronautical standards and procedures consistent with ICAO SARPs, and the support activities required to ensure their implementation. These standards are the Latin American Aeronautical Regulations (LARs) and their structure is shown in **Appendix A**.

2.2 The fundamental principles for the development of the LARs are:

1. Ensuring compliance with ICAO standards,
2. Use of the plain language principle,
3. Avoid a literal replication of models from other realities,
4. No reinvention of the wheel, and
5. Balancing oversight and freedom for operators

2.3 The initial efforts of the Regional System to harmonise regulations were focused on achieving a regional harmonised scheme for the certification and oversight of commercial air service operators and maintenance organisations, as well as on the issuance of licences and the certification and oversight of training centres, in relation to ICAO Annexes 1, 2, 6, 7, 8 and 16. **Appendix B** to this working paper describes the LARs and the associated documents developed to date by the SRVSOP[1].

2.4 The SRVSOP has implemented a process for the development, harmonisation and adoption of LAR regulations, which ensures the participation of all member States and their respective specialists in their drafting, and results in regulations that meet the requirements of the SARPs and respond to the reality of the region.

2.5 This mechanism for the establishment of regional regulatory requirements offers all States the opportunity to analyse in depth the meaning of each requirement, thus raising the level of knowledge of inspectors in their areas of responsibility. It also generates an enriching exchange of ideas that facilitates and supports the harmonisation of regulations. It is important to note that many of the safety oversight problems in the region can be associated to a poor interpretation of regulatory requirements, since they have been exactly replicated from other States with very different realities and then implemented in the national regulatory scheme.

3 Outlook of the development and implementation of regulations

3.1 In 2009, the SRVSOP decided to expand the regulatory map of the LARs, in order to include the development of regulations corresponding to Annexes 3, 4, 5, 10, 11, 12, 13, 14, 15 and 18 (see **Appendix A**).

3.2 Accordingly, this year, the Regional System has started to develop the set of AGA LARs, and it is expected that the regulations corresponding to the other Annexes cited above will be competed in the next two years.

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[1] Amongst the activities carried out for the implementation of LAR standards, a series of courses and seminars have been held, as described in **Appendix C,** and several audit trials for the certification of AMOs and training centres have been conducted to verify the technical suitability of the regulations developed. The trials and audits that were conducted are described in **Appendix D.**

3.3 In order to develop the AGA LARs, aerodrome specialists of the member States of the SRVSOP have been called upon to begin the studies and analyses required for the development of aerodrome structure and regulations. According to the process, the regulations developed will be analysed and agreed upon at a meeting of the SRVSOP AGA Panel. Subsequently, they will be circulated to the States for comments, and the refinement process will continue until their final approval by the General Board of the SRVSOP.

3.4 Once the set of AGA LARs is approved, its implementation will begin. This entails the development of auxiliary documents, training of inspectors, and the conduction of aerodrome certification exercises by a multinational team of duly trained specialists, after which the AGA LAR harmonisation and/or adoption process by SRVSOP member States will begin.

3.5 This same process will be applied to the development of regulations corresponding to Annexes 3, 4, 5, 10, 11, 12, 13, 15 and 18.

4 Analysis

4.1 Based on the above, the Regional System has established a mechanism for the development, implementation and follow-up of international standards, which ensures the updating and suitability of the regulations to be applied by member States and the competence of administrations for the implementation of the regulations.

4.2 The implementation of the AGA LARs is expected to result in the standardisation of requirements and procedures related to aerodrome certification in member States, improvement in the levels of safety, and thus, an improvement in runway safety. The development of the AGA LARs will also contemplate the prescriptive part required for SMS implementation.

4.3 Likewise, according to the focus areas identified in the Safety Roadmap, the Regional System meets the requirements concerning regional programme coordination, and focuses on the provision of support to member States for a consistent implementation of international standards (GASR-1) and their oversight (GASR-2).

5 Conclusion

5.1 The SRVSOP is a regional solution that enables States to ensure regulatory compliance and, thus, is a regional prescriptive approach to improving safety. In turn, the RASG-PA is a performance-based regional approach to improving safety. The two approaches supplement each other and necessary.

5.2 The SRVSOP work programme in the AGA area for the next few years will represent an important support tool to improve safety at airports.

6 Suggested action

6.1 The Meeting is invited to:

a) Take note of the information presented in this working paper;

b) Comment on the status, outlook and prescriptive approach of the SRVSOP.

- END -

Appendix A

LAR Structure

The LAR structure is divided into sets of LARs as follows:

Set of GEN LARs	
Regulations	**Contents**
LAR 1	*Definitions, abbreviations, and symbols*
LAR 11	*Rules for the formulation, issuance and amendment of LARs*

Set of PEL LARs	
LAR 61	*Pilot licensing and ratings*
LAR 63	*Licensing of crew members other than pilots*
LAR 65	*Licensing of aeronautical personnel other than flight crew members*
LAR 67	*Standards for the granting of the aeronautical medical certificate*
LAR 141	*Civil Aviation Training Centres for the flight crew, cabin crew, and flight dispatchers*
LAR 142	*Civil Aviation Training Centres*
LAR 147	*Civil Aviation Training Centres for aircraft maintenance technicians*

Set of MET LARs	
MET LARs	*Meteorological service for international air navigation*

LAR AIM Set	
MAP LARs	*Aeronautical charts*
AIS LARs	*Aeronautical information services*

Set of OPS LARs	
Regulations	**Contents**
LAR 91	*General flight and operating rules*
LAR 119	*Certification of air service operators*
LAR 121	*Operating requirements: Domestic and international, scheduled and non scheduled operations*
LAR 129	*Operations by foreign operators*
LAR 135	*Operating requirements: Domestic and international, scheduled and non scheduled operations*

Set of AIR LARs	
LAR 21	*Certification of aircraft and aircraft components*
LAR 23	*Airworthiness standards: Aeroplanes of the normal, utilitarian, acrobatic and commuter categories*
LAR 25	*Airworthiness standards: aeroplanes of the transport category*
LAR 27	*Airworthiness standards: gyroplanes of the normal category*
LAR 29	*Airworthiness standards: gyroplanes of the transport category*
LAR 31	*Airworthiness standards: manned free balloons*
LAR 33	*Airworthiness standards: aircraft engines*
LAR 34	*Airworthiness standards: fuel burn and exhaust gas emissions of turbine-engine aeroplanes*
LAR 35	*Airworthiness standards: propellers*
LAR 36	*Noise standards*
LAR 39	*Airworthiness guidelines*
LAR 43	*Maintenance*
LAR 45	*Identification of aircraft and aircraft components*
LAR 145	*Approved maintenance organisations*

Set of CNS LARs	
Regulations	**Contents**
COM LARs	*Communications*
NAV LARs	*Navigation*
SUR LARs	*Surveillance*

Set of ATS LARs	
ATS LARs	*Air traffic services*

Set of SAR LARs	
SAR LARs	*Search and rescue*

Set of AIG LARs	
AIG LARs	*Investigation of aviation accidents and incidents*

Set of AGA LARs	
AGA LARs	*Aerodromes*

Set of DG LARs	
DG LARs	*Safe transport of dangerous goods by air*

Regulations to be developed

Regulations developed

Appendix B
LAR Regulations and Documents Published

- **LAR 1**
- **LAR 11**
  - *Drafting manual*

GEN LARs

- **LAR 91**
  - *CA 91.001 RNAV 10 (RNP 10)*
  - *CA 91.002 RNAV 5*
  - *CA 91.003 RNAV 1 and RNAV 2*
  - *CA 91.004 RNP 4*
  - *CA 91.006 Basic RNP 1*
  - *CA 91.008 RNP APCH*
  - *CA 91.009 RNP AR APCH*
  - *CA 91.010 APV-baro-VNAV*

OPS LARs

- **LAR 119**
- **LAR 121**
- **LAR 135**
- Operations Inspector Manual(MIO)

OPS LARs

- **LAR 21**
- **LAR 23, 25, 27, 29**
- **LAR 31, 33, 34, 35, 36**
- **LAR 39**
- **LAR 43**
- **LAR 45**
- **LAR 145**
  - *CA 145.001 MAC and MEI of LAR 145*
  - *CA 145.002 SMS Implementation*
- Airworthiness Inspector Manual (MIA)

AIR LARs

- **LAR 61**
- **LAR 63**
- **LAR 65**
- **LAR 67**
- **LAR 141**
- **LAR 142**
- **LAR 147**
- CATC Manual

PEL LARs

- Under development

AGA LARs

Appendix C

Summary of courses and seminars conducted by the SRVSOP since 2004

Courses

- Audit leader
  - Conducted on 5 occasions
- ETOPS
  - Conducted on 3 occasions
- Approval of CAT II and III operations
  - Conducted on 4 occasions
- Exchange of data on ramp safety inspections
  - Conducted on 5 occasions
- LAR 91, 119 and 135
  - Conducted on 2 occasions
- LAR 119, 121 and MIO
  - Conducted on 2 occasions
- RNAV – RNP
  - Conducted on 4 occasions
- Major repairs and alterations
  - Five courses related to this topic were conducted
- LAR 145 version 2 and MIA
  - Conducted on 4 occasions
- LAR 145 third edition – SMS
  - Conducted on 3 occasions
- Set of AIR LARs
- Government airworthiness inspector
- CATC LARs and PEL LARs
- LAR 67
- PEL LARs
  - Conducted on 5 occasions
- Course on LAR 141, 142 and 147
  - Conducted on 3 occasions
- Government PEL inspector
- Initial and advanced course on licensing
  - Conducted on 2 occasions
- Safety

Seminars

- RVSM operations approval process
- SMS implementation in maintenance organisations
- Industry feedback on the implementation of LAR 145 and the SMS
- Regional seminar on aeronautical medicine
- Seminar-workshop for aerodrome inspectors - Basic

Appendix D

Audits conducted by SRVSOP multinational teams

Audit trials for the certification of maintenance organisations under LAR 145

- SEMAN – Peru (2004)
- Aeropostal – Venezuela (2005)
- Lloyd Aéreo Boliviano (LAB) – Bolivia (2005)
- Cubana de Aviación – Cuba (2005)
- LAN Airlines – Chile (2006)
- VEM Maintenance & Engineering – Brazil (2007)

Audit trial for the oversight of maintenance organisations under LAR 145

- SEMAN – Peru (2007)

Oversight audits of maintenance organisations under LAR 145

- LAN Airlines – Chile (2009)
- TAP Maintenance & Engineering (ex VEM) – Brazil (2009)

Audit trial for the certification of aeronautical training centres under LAR 142

- CAE Entrenamiento de Vuelo Chile Ltda. – Chile (2010)