



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

E/CAR/DCA/26 — WP/07
23/11/15

**Twenty-sixth Directors of Civil Aviation of the Eastern Caribbean Meeting (E/CAR/DCA/26)
New Orleans, United States, 1 - 3 December 2015**

Agenda Item 4: ICAO NACC NCLB Strategy

**COOPERATION MECHANISM WITH THE REGIONAL SAFETY OVERSIGHT
COOPERATION SYSTEM (SRVSOP)**

(Presented by the SRVSOP)

EXECUTIVE SUMMARY

This working paper presents the Latin American Regional Safety Oversight Cooperation System (SRVSOP) activities, and results obtained as a sustainable solution for increasing and maintaining a high level of compliance on ICAO USOAP CMA.

Action:	a) Take note on the activities and working strategy of SRVSOP; and b) Considers the cooperation possibilities and efficiencies to be gained if an English version of SRVSOP products is produced.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety

1. INTRODUCTION

1.1 The Regional Safety Oversight Cooperation System (SRVSOP) is a Regional Safety Oversight Organization (RSOO) formed by the following twelve (12) States: Argentina, Bolivia, Brazil, Chile, Colombia, Cuba, Ecuador, Panama, Paraguay, Peru, Uruguay and Venezuela, and one observer from the industry, AIRBUS.

1.2 The SRVSOP mission is to provide assistance to the States to overcome safety oversight problems.

1.3 The SRVSOP provides support to its States members through the development of regulations, training courses for safety inspectors and technical personnel, certification and oversight activities with multinational teams, and assistance to States to overcome safety deficiencies, generating a significant saving of financial resources. The basic strategy of SRVSOP was to create first a harmonized environment of civil aviation regulations and procedures as the foundation for taking advantage of economies of scale, provide horizontal cooperation and to better integrate the region.

1.4 A cost benefit study carried out in 2010, regarding services and products offered by the SRVSOP, showed results, in a very conservative way, of benefits reaching 13 million Dollars in a 5-year period operation. To the extent that regulation harmonization commitment is fulfilled, this benefit will increase considerably. The main benefit obtained was by States focusing on certification and surveillance activities rather than in developing civil aviation regulations and associated procedures that are developed using a regional process with the participation and involvement of all member States.

2. MAIN ACTIVITIES DEVELOPED BY THE SRVSOP

Development, harmonization and/or adoption of Latin American Aeronautical Regulations (LARs)

2.1.1 Since 2002, the SRVSOP initiated the development of the LARs. Up to date 34 regulations have been developed in the areas of PEL, OPS, AIR and AGA. These regulations are continuously updated and are made available to its States members through the harmonization and/or adoption processes. *(only in Spanish at this moment)*.

2.1.2 The set of LAR regulations correspond to Annexes 1, 2, 6, 8, 14, 16 and 18, and include also manual for inspectors and associated advisory circulars based in ICAO standards and recommended practices (SARPS), as well as in the best practices developed by SRVSOP members States.

2.1.3 The handling of amendments to Annexes to the Convention on International Civil Aviation is being carried out through SRVSOP experts panels, with which the effective application is being promoted and, if necessary, the updated notification on compliance and differences in a harmonized way.

2.1.4 Once those standards of amendments to Annexes to the Convention are discussed within the SRVSOP experts' panels, these are incorporated as requirements in the corresponding LAR regulations, maintaining updated in this way the respective LAR regulations.

2.1.5 LARs have achieved a harmonization percentage of above 95% when compared to SARPS, and it is expected that at the end of 2015 this rate will be 100% compliance, providing the SRVSOP States members not only with a regulation set that is modern, complete and in accordance with the progress of Annexes to the Convention, but also with a sustainable process for enhancement and update of this regulation set.

2.1.6 Also, LARs and auxiliary documents are being harmonized with the orientations for the examination of the protocol questions of the ICAO universal safety oversight audit programme (USOAP) continuous monitoring approach (CMA). With this harmonization, States will count with regulations that is in compliance with ICAO Annexes to the Convention, to ICAO procedures documents, to best practices of industry and to requirements established by the USOAP CMA.

2.1.7 This strategy of development, harmonization and/or adoption of regional regulations and auxiliary documents have provided ample support to States in the improvement of their effective implementation (EI) levels of standards and recommended practices, and to enhance their safety oversight system.

2.1.8 Harmonization and/or adoption of LARs among SRVSOP States will permit achieving 100% compliance with Chicago Convention Annexes provisions and USOAP CMA requirements.

Ramp inspection safety data exchange programme (IDISR) and dangerous goods coordinated oversight programme (VCMP)

2.2.1 The SRVSOP IDISR Programme collects information in order to store, process and share safety information among its States, regarding annual ramp inspections to foreigner operators in order to be able to determine deficiencies and corresponding corrective actions at regional level.

2.2.2 States member have free access to inspections database, and their participation makes possible to comply with foreigner operators oversight standards contained in Annex 6, Part I, as well as to collect safety data to be used in their respective safety State programmes (SSP).

2.2.3 Based on the experience of the IDISR, since 2014, the implementation of the Programme for dangerous goods coordinated oversight has been started per phases, which enables the collection of information on compliance with Annex 18 standards and recommended practices, in the 12 States members of the SRVSOP.

Multinational technical cooperation agreements

2.3.1 The signature of multinational technical cooperation agreements for the certification and oversight of maintenance organizations, civil aeronautical training centres, and aeronautical medical centres has generated important efficiencies.

2.3.2 These processes completely eliminate multiple international certifications processes that some services suppliers were to go through (OMAs, CIACs), and have been replaced now by one unique certification process that has been recognized by States members of the SRVSOP.

2.3.3 Multination certification processes are in charge of SRVSOP States inspectors' teams, carefully selected based on capacity and experience. These activities have enabled generating a bank of specialists in certification processes, which is available to any of the States that could have not develop specific capacities required to implement the whole or part of a certification process. Only safety inspectors that comply with LAR accreditation requirements can be able to be part of certification/oversight multinational teams.

2.3.4 The SRVSOP has successfully carried out two (2) multinational certification processes to maintenance organizations, and four (4) additional are under course.

Qualification and training of technical personnel

2.4.1 The SRVSOP has available for its State members, without additional cost, a diversity of technical courses in the areas of AIR, OPS, PEL, AGA and ANS. During the last five-year period, the following courses have been imparted at least once every year: AIR, PEL and OPS governmental inspectors, IDISR programme, PBN, LARs, among others.

2.4.2 Only in 2015, the SRVSOP imparted in its States more than 21 courses in the different areas related to safety. The attention to this heavy demand for training has been possible thanks to the continuous generation of competences and capacities within the States, incrementing the number of inspectors prepared as authorised instructors.

2.5 Assistance to States

2.5.1 The main objective of the SRVSOP is to support the State members to overcome deficiencies detected through the Universal safety oversight audit programme (USOAP) continuous monitoring approach (CMA).

2.5.2 In this sense, the SRVSOP is providing continuous technical assistance to States that request this assistance.

2.6 Support to the implementation of the performance-based navigation concept (PBN)

2.6.1 The SRVSOP has exercised an important leadership in support of the implementation of the PBN concept in the region.

2.6.2 Up to date, 12 advisory circulars related to PBN have been elaborated, in addition to the approval procedures for operations and airworthiness inspectors, preventing in this way that the lack of knowledge in safety inspectors regarding PBN operations approval hinders its implementation.

3. DEVELOPMENT OF NEW LAR PROJECTS

3.1 States that are part of the SRVSOP have clear the advantages, the General Board of SRVSOP already approved the extension of its activities to fully cover ANS and AGA that need attention in order to increase and sustain the SAM Region compliance level above 80% (*goal established by the Declaration of Bogota*).

3.2 This implies, to a greater or lesser extent, an increase in the annual cost sharing contributions. One of the more sensible areas for the SAM Region, due to its low effective implementation (EI) level, is the area of air navigation services (ANS), reason why the Project ANS, explained below, has been developed.

ANS LAR Project

3.3 Considering that ANS has been identified as the area having the lowest effective implementation (EI) of SAM States safety oversight capacity, showing an average of 53% of compliance, and since the Global aviation safety plan (GASP) and the Declaration of Bogota establish clear goals regarding SARPS compliance for the coming years, a project for implementing the ANS Latin American Aeronautical Regulations (LAR) in the region has been developed.

3.4 This project contemplates the development of a set of regulations (Annexes 3, 4, 10, 11, 12 and 15), inspectors' manuals, audit protocols, instruction programmes, and the training of a group of inspectors from the State members of the SRVSOP to conform the multinational teams to be in charge of providing continuous oversight to air navigation suppliers in the region. The advances to today are drafts of LARs 210, 211, inspectors manual and audit protocols of these LARs.

4. CONCLUSIONS

4.1 Based on the above, it is evidenced that the cooperative use of limited resources makes possible reaching more and better results, in comparison with unilateral and un-coordinated initiatives implemented by each State.

4.2 The key to ensure cooperation positive results is centred in harmonization requirements and in ensuring funding availability for the development of activities.

4.3 A translation into English of SRVSOP products could open more opportunities for cooperation and stability on the model as they will be more constructive feedback on the documents produce that could be taken into consideration. Also States could benefit from a model that it is constantly been updated and could also open many opportunities for horizontal cooperation, mainly on the safety oversight activities that due to the scarce availability of human resources is very difficult either to obtain them or to justify a single position for a low level of activities.