ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Aviation Safety – Implementation Support

THE ROLE OF REGIONAL COOPERATION IN LATIN AMERICA

(Presented by Brazil on behalf of the member States[2] of
the Latin American Civil Aviation Commission)

EXECUTIVE SUMMARY

This paper cites achievements by the Latin American Regional Safety Oversight Organization (RSOO), the Regional Safety Oversight Cooperation System of Latin America (known by its Spanish acronym SRVSOP) and the Regional Aviation Safety Group - Pan America (RASG-PA). The States of the Latin American Civil Aviation Commission (LACAC) support the proposal by the Secretariat for the new *Global Aviation Safety Plan* (GASP) and urge the Assembly to strengthen, in Resolution A37-8, the role of regional aviation safety organizations not only in helping to resolve significant safety concerns, but also in making improvements in GASP performance areas, in particular, standardization and the sharing of safety information.

Action: The Assembly is invited to:
a) take note of the information in this paper;
b) amend Resolution A37-8 to strengthen the role of regional safety oversight organizations as an effective means for States to further standardize their safety oversight standards and practices; and
c) consolidate the major progress achieved in the sharing of safety information by adopting the proposed new edition of the GASP.

Strategic objectives:	This working paper relates to the Strategic Objectives of Safety, and Environmental Protection and Sustainable Development of Air Transport.
Financial implications:	Not applicable.
References:	• Doc 9958, *Assembly Resolutions in Force (as of 8 October 2010)* • Doc 9734, *Safety Oversight Manual,* Part B, *The Establishment and Management of a Regional Safety Oversight Organization* • Doc 10004, *Global Aviation Safety Plan*

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[1] Spanish version provided by Brazil.
[2] Argentina, Aruba, Belize, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay and Venezuela.

1.   **INTRODUCTION**

1.1   The Regional Safety Oversight Cooperation System of Latin America (SRVSOP) is a regional safety oversight organization (RSOO) established in 1998 with the signing of a Memorandum of Understanding between ICAO and the Latin American Civil Aviation Commission (LACAC). The SRVSOP began operations in 2002, and has the following objectives:

>   a)   promote the adoption by its member States of harmonized regulations and procedures in keeping with ICAO Standards and Recommended Practices;

>   b)   encourage cooperative arrangements among member States for the mutual recognition of approved training and maintenance organizations;

>   c)   develop and conduct training programmes and seminars for managers and technical personnel in member States;

>   d)   recommend measures to help member States resolve problems identified through USOAP;

>   e)   advise member States on compliance with their safety oversight obligations; and

>   f)   increase safety levels in the region using available resources.

1.2   Since its inception, SRVSOP has focused on fostering a harmonizing environment for the safety oversight standards and practices of its member States. To this end, and because aviation standards are constantly being revised and updated, a sustainable mechanism for the joint development of aviation standards has been effectively implemented. To date, 31 Latin American Aviation Regulations (LARs) have been drafted together with their respective Guidance Manuals for safety inspectors. The regulations cover the areas of PEL, OPS, CATC, DG and AGA. Funds are currently being sought to start work in ANS, where the level of non-compliance found in ICAO USOAP audits has signalled an urgent need for improvement.

1.3   The LARs developed are then harmonized and incorporated into the national regulations of SRVSOP member States, creating a high degree of standardization in the region and allowing for mutual support in meeting the safety and certification obligations of the different aviation authorities.

1.4   In addition to harmonization activities, SRVSOP is promoting and carrying out many other initiatives to increase the level of safety in the Latin American region, including training for government civil aviation inspectors and technical assistance for States.

1.5   Another SRVSOP activity is the sharing of safety information. For example, the Safety Ramp Inspection Data Exchange Programme (IDISR) gives States a transparent means to assess the findings of safety inspections by the aviation authorities.

1.6   Finally, one of the most significant actions in the region is to promote the multilateral certification of approved maintenance organizations (AMOs). An agreement is now in effect that allows AMOs to be certified by a multinational team of auditors composed of experts seconded by member States.

1.7   Recently, at the ICAO Sixth World Air Transport Conference (ATConf/6), LACAC presented a working paper describing the findings of a study on the financial impact of SRVSOP

(ATConf/6-WP/58). In addition to the qualitative benefits of the regional system, its work has saved member States USD 13,717,030. As the paper explains, this value is created by the following SRVSOP activities: training, assistance to States, LAR development and AMO certification.

1.8   In 2005, ICAO began revision of the *Global Aviation Safety Plan* (GASP), first published in 1997. One of the conclusions of the ad hoc group that revised the GASP was the recommendation to create regional groups to promote safety oversight measures as set out in the *Global Aviation Safety Roadmap* (GASR). The groups had to be composed of the civil aviation authorities, regional multinational organizations and industry representatives, and receive support from the relevant ICAO Regional Offices so as to join efforts in controlling risk in the region.

1.9   Starting in the second half of 2008, the ICAO Regional Office for North America, Central America and the Caribbean (NACC) and the Regional Office for South America (SAM) succeeded in setting up a Pan American group with the first meeting of the Regional Aviation Safety Group - Pan America (RASG-PA), from 10-14 November 2008 in Puntarenas, Costa Rica. At that meeting, the terms of reference (TOR) and organizational structure of the group were approved and the work and events programme for the coming years have already been established. RASG-PA became the first regional group of its kind in the world.

1.10   The Executive Steering Committee (ESC) of RASG-PA is made up of two co-chairs, who represent States, international organizations and industry. The current co-chairs are from Jamaica and the Latin American and Caribbean Air Transport Association (ALTA). The group also has four vice-chairs, presently from Brazil, Chile, Costa Rica and the United States representing the NAM/CAR and SAM States, the Regional Directors of the ICAO NACC and SAM Offices (with the NACC Regional Office serving as Secretariat) and an officer from ICAO ANB representing ICAO Headquarters.

1.11   Other members of the RASG-PA ESC include: Airbus, Airports Council International (ACI), Boeing, the Caribbean Aviation Safety and Security Oversight System (CASSOS), the Central American Air Navigation Services Corporation (COCESNA), the International Air Transport Association (IATA), the International Federation of Airline Pilots' Associations (IFALPA) and the International Federation of Air Traffic Controllers' Associations (IFATCA).

1.12   Since its creation, RASG-PA has undertaken a series of initiatives, mainly in the areas of: runway excursions; loss of control in-flight; and controlled flight into terrain, which were identified as priorities on the basis of incident and accident risk data analysis.

1.13   In strict observance of the GASP concepts, RASG-PA is addressing those three areas of concern by developing Safety Enhancement Initiatives (SEI) and Detailed Implementation Plans (DIP) under the coordinated, voluntary leadership of personnel nominated by members.

1.14   One of the most useful outputs of RASG-PA is its *Annual Safety Report*, the third edition of which was published in May 2013. The report contains statistical information and data on aviation incidents and accidents in the Americas region.

2.   **DISCUSSION**

2.1   RSOOs do not only benefit States by helping to resolve significant safety concerns; they also serve to bring down the costs of oversight and certification procedures, pool increasingly scarce human resources, and provide a reliable way to keep aviation standards continually up-to-date with the latest amendments to the Annexes of the *Convention on International Civil Aviation*, as well as create a

conducive environment for oversight by air operators who function more and more on a global level. Any amendment to Resolution A37-8 should preserve the original concept of an RSOO, and not simply treat it as an option for States in addressing significant safety concerns.

2.2   Likewise, regional aviation safety groups provide a forum for discussing and sharing information and data within the civil aviation community. They help ICAO and States implement the GASP and so should be constantly strengthened in their safety oversight role.

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