International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

INFORMATION PAPER

Thirtieth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/30)

Baltimore, United States, 22 and 23 March 2018

Agenda Item 3:   **Items/Briefings of Interest to the RASG-PA ESC**

SAFETY INITIATIVES – ACSA AS A REGIONAL SAFETY OVERSIGHT ORGANIZATION

(Presented by the Central American Aviation Safety Agency (ACSA))

EXECUTIVE SUMMARY
Since its inception in 2000, ACSA was created with the objective of advising and assisting the Central American States on the improvement of safety and compliance with ICAO in the Central American Region.
Due to its work with the Central American States where the (effective implementation) of them is over 80%, the development of harmonized standards in the region (RACs), and its assistance in certification and surveillance processes (aerodromes, air operators, air navigation services, among others, ACSA is well-known by ICAO as an RSOO (Regional Safety Oversight Organization) as it works as a partner in the Central American Region for compliance with safety objectives. Due to this, ACSA is part of GASOS (Global Aviation Safety Oversight System).

Strategic objectives:	• Safety
References:	• GASP
	• GASR
	• Annex 19, Annex 6, Part I

1.   Introduction

1.1   Since its inception, ACSA was created as a regional Central American integration organization, within COCESNA's framework, to advise and assist the Central American States in safety matters.

2.   Discussion

2.1   The Central American States, with the assistance of ACSA, have managed to obtain an Effective Implementation (EI) with ICAO higher than 80%. In addition, ACSA has helped them to obtain Category I of the International Aviation Safety Assessment (IASA) program, has participated in the certification processes for air operators, special operations (RVSM, AWO, PBN, among others), airports and their surveillance, as well as air navigation service providers.

2.2   ACSA has developed and provided important IT tools to the States of the Region, such as the Information System for the Management of Aviation Regulations (SIAR, for its acronym in Spanish). This system has different modules such as:

-        the licensing module for aeronautical technical personnel;
-        the test module for theoretical examination of all applicants for licenses and ratings;
-        the activities module to carry out the certification processes;
-        the oversight module to be used by inspectors for scheduling, completion of checklists, oversight reporting and follow up;
-        module for the aircraft registration, among others, which have been serving the Civil Aviation Authorities and their staff for over 15 years in order to comply with the certification and oversight obligations.

2.3   ACSA has actively participated with the ICAO RASG-PA in projects such as the FOQA Data Exchange Program among operators, the Costa Rican DGAC and ACSA. Important safety events in Costa Rica have been analyzed and mitigated through the monitoring and analysis of any potential hazard. This program would be expanded to include not only predictive data but also reactive and pro-active data. Similarly, the program would be expanded to all countries of the region and this new program would be named Central American Safety Data Analysis Program (PASOC, for its acronym in Spanish). The data collected and analyzed by PASOC will allow the States to comply with the Safety Data Collecting and Processing System (SDCPS), which is a requirement established in ICAO Annexes 13 and 19 and a fundamental part of the Central American SSPs.

2.4   In March 2017, the RSOO World Forum sponsored by ICAO was held, in which ACSA could not participate due to force majeure problems. One of the recommendations that arose from this meeting was "to encourage the Member States to create regional or sub-regional associations to participate in the solution of common problems in their safety oversight tasks and the strengthening of aviation safety in general". The strategic objectives of this World Forum include:

➢   Improve and strengthen the capacity of RSOOs, carry out safety oversight tasks and functions on behalf of its Member States and actively contribute to the global and regional ICAO programs and activities.
➢   Implement a global safety oversight system to improve the effectiveness of current programs and allow for continuous monitoring of a State's safety oversight in a more effective and coordinated manner.
➢   Establish a cooperative RSOO platform to bring together these organizations and exchange best practices, develop manual and checklists, cooperate in the provision of technical assistance and assist ICAO in the development and implementation of global safety programs.

> To improve the strengthening of RSOOs, ICAO will go through them using an evaluation where they will be classified by levels, taking into consideration the criteria of relevance, efficiency, effectiveness, sustainability, and adaptability.

2.5   The ICAO recognition levels of the RSOOs are:

> Level 1: It performs tasks and functions of advice and coordination.
> Level 2: It performs tasks and functions of operational assistance.
> Level 3: It performs tasks and functions as the certification agency.

2.6   For an RSOO to receive recognition from ICAO levels 1 and 2, it will be based on an initial assessment of the provider's capabilities while for level 3 the RSOO will have to undergo an activity under the ICAO USOAP CMA. ACSA has already responded to that initial evaluation and is recognized by ICAO as a level 2 RSOO.

2.7   The main objective of GASOS is the implementation of an improved model for safety oversight, which solves the challenges faced by current regional and national models, and responds to future challenges posed by the rapidly expanding industry. Other objectives of GASOS are to establish a registry of competent safety oversight providers, as well as RSOOs to demonstrate their competence to be a certified ICAO supplier.

2.8   At the next Air Navigation Conference, GASOS will be presenting a Working Paper on the subject based on the work done with the different RSOOs. The Assembly will define the roadmap to be followed by GASOS with respect to the RSOOs at the next ICAO Assembly 40. The launch of GASOS is expected to take place by January 2020.

3.   Conclusions

3.1   From the above we can conclude that ACSA is currently recognized by ICAO as a level 2 RSOO for the six States that comprise the Central American region.

3.2   The Central American States with the assistance of ACSA have achieved an effective implementation (EI) with ICAO over 80%, and have managed to improve safety within their countries, as well as at the regional level. ACSA has also assisted the Central American States to recovery the Category I of the IASA (International Aviation Safety Assessment) Program of the FAA.

3.3   ACSA has assisted the States in the process of certifying air operators, incorporation of aircraft into the operator's fleet, approving special operations and their surveillance.

3.4   It has provided States with a computerized IT tool named SIAR (Information System for the Management of Aviation Regulations), so the Central American States have a tool for the programming, management, filing, and statistics, in compliance with their certification and oversight obligations in general, thereby achieving greater efficiency, and safety optimization in their processes.

3.5   ACSA will continue working hand in hand with ICAO GASOS to maintain the recognition of ICAO as RSOO level 2 and ensure the continuous improvement of its processes to assist the Central American States, exchange best practices with other RSOO, manuals, procedures, training, cooperation with other regions and States with the provision of technical assistance, carry out tasks and functions of safety oversight, and cooperate with ICAO in the development and implementation of global safety plans.

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