



ACSA

Central American Agency of Aeronautical Safety



Sharing responsibilities between national and regional systems

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- ◆ Obsolete laws and regulations.
- ◆ Insufficient financial resources.
- ◆ Lack of an efficient administrative system.
- ◆ Lack of qualified technical personnel.
- ◆ Lack of training plans and update of the human resource available.
- ◆ Lack of effective and efficient surveillance systems.
- ◆ Establishment of the auditing programs as IAS by the FAA and USOAP by ICAO.

GOOGESNA

- Properly established since 1960.
- Approved by the contracting States through an international treaty.
- In force legal framework with appropriate representation.
- Worldwide recognized.

Concentrate the available resources through COCESNA's institutional framework.

COCESNA's constitutive agreement was broad enough to incorporate the aeronautical safety services.

Effective and efficient use of the human and financial resources available to comply with the obligations contracted in the Chicago Convention within a regional structure.

Article 3: The Corporation will have the following powers:

- A. Study and propose to the contracting parties the standardization of the national rules that regulate air traffic and the measures to be adopted by the services in charge of organizing it and ensuring safety, based on the Standards and Recommended Practices of the International Civil Aviation Organization.

TAKING ACTIONS

December 4, 1998 authorized the General Manager to sign a contract for a legal feasibility study.

December 15, 1999 ratified the initial operations of ACSA as a Dependency of COCESNA in charge of the Aeronautical Safety

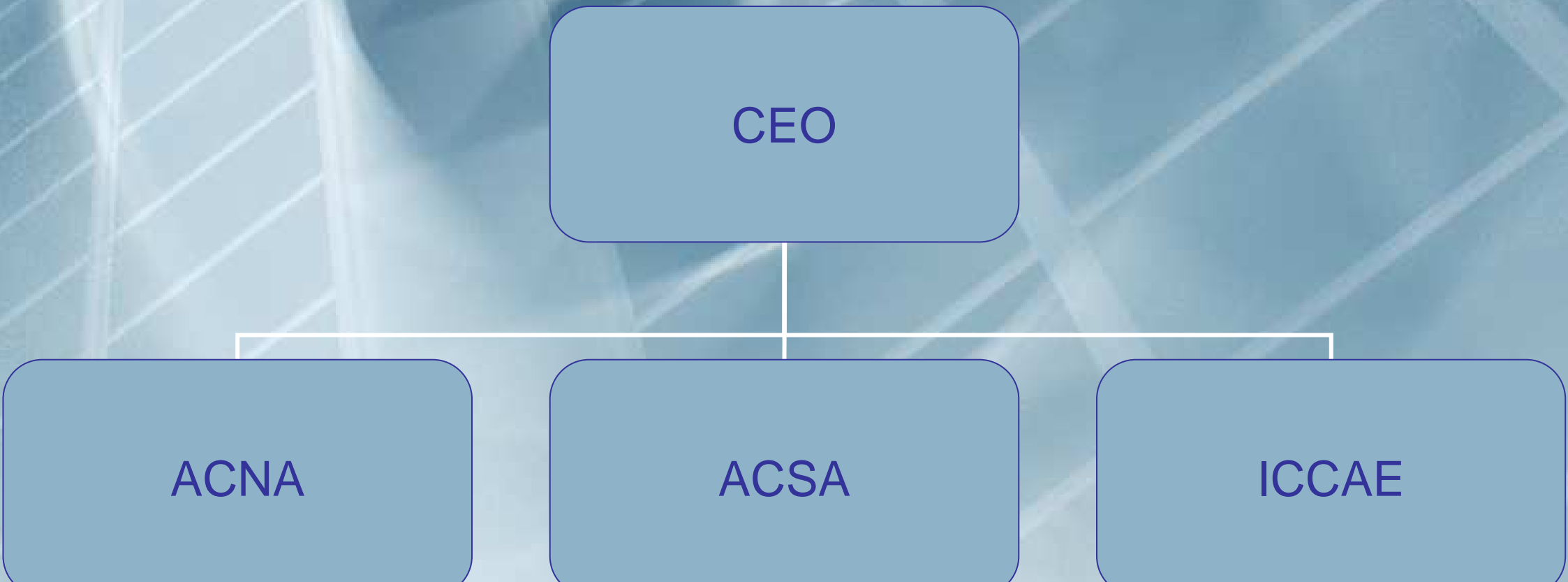
March 12, 2000 the Ministers of Transportation of the Central American Region ratified the creation of the Agency as part of a Central American International Treaty in accordance with the Guatemala Protocol.

♦ COMITRAN RESOLUTION 06- 2000

♦ Ordered to communicate the COMITRAN member States “their responsibility of supporting and promoting in their countries sustainable development of the aforementioned agency within their regional policies and principles, which are the reason why the regulation instruments are necessary for the efficient, safe, and reliable provision of air transport.”

AGREEMENT

◆ Subsequently, by-laws of the agreement were changed through resolution by the Council of COCESNA on **June 1st 2001**.



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The objective of ACSA is to recommend, to advise
and to facilitate to the Contracting Parties
OACESNA on the fulfillment of their obligations with
International Civil Aviation Convention and its Annexes
respect to the aeronautical safety.

However, individual States retain the responsibility
executing the recommendations that are provided by AC
in accordance with their respective laws.

SETTING THE STANDARDS

Meet ICAO standards for safety oversight in all participating countries

Establishment of a Harmonization and Standardization systems and processes for the region

Elimination of unnecessary duplicate approvals, regulatory differences, and other administrative obstacles to the business

Creation of a cost effective system of safety oversight

Unquestionable international recognition.

Support to COCESNA members on the ICAO audits, FAA assessments and development of action plans



SA complements the CAA's, safety oversight capabilities

new demands of the industry and the States

- ◆ The industry seeks harmonization and standardization to facilitate administrative processes
- ◆ Growth of the industry
- ◆ States required more assistance in implementing
- ◆ Higher Levels of Safety
- ◆ To maintain acquired FAA Category I
- ◆ The need to have a Common Regulatory Framework

JUNE 2006 (COMITRAN) RESOLUTION 02-2006

XXVI MEETING OF SECTORIAL BOARD OF
CENTRAL AMERICAN MINISTERS OF TRANSPORT

Approved the harmonized development and
implementation of the Joint Civil Aviation Regulation
the

✦ ***RAC SYSTEM***

COMITRAN considered that “Some of the duties derived from the application of that Convention can be carried out in a more efficient way, at a regional level” and that the benefit of adopting common safety regulations and a regional surveillance system of compliance is to ensure a high and uniform level of protection in Central America’s civil aviation and to promote the free circulation of people, goods and services.”

- ◆ Facilitate the development and the implementation of the regulations.
- ◆ Propose to the Directive Council the Regulatory Map.
- ◆ Develop and adopt the MRAC, guidance material and amendments, communicate them to the COCES Directive Council and publish them.
- ◆ Perform evaluations to verify the compliance.
- ◆ Establish a regional group to perform the oversight activities generated from the certifications.
- ◆ Cooperate in the relationships between the States and the International Organizations.

REGULATORY
SYSTEM

GOVERNING
BODY

STATES

Commitment

System definition

Mutual
Recognition

Regulations
Associated
documents

Training
Implementation
Standardisation

JOINT
TEAM
WORK

MANAGEMENT
ORGANISATION

Industry

