



SRVSOP
***Regional Safety Oversight
Cooperation Mechanism***

ANAC - Brazil

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What is SRVSOP?

SRVSOP is a **RSOO** (Regional Safety Oversight Organization) established in 1998 by ICAO and the Latin American Civil Aviation Commission – LACAC for SAM States

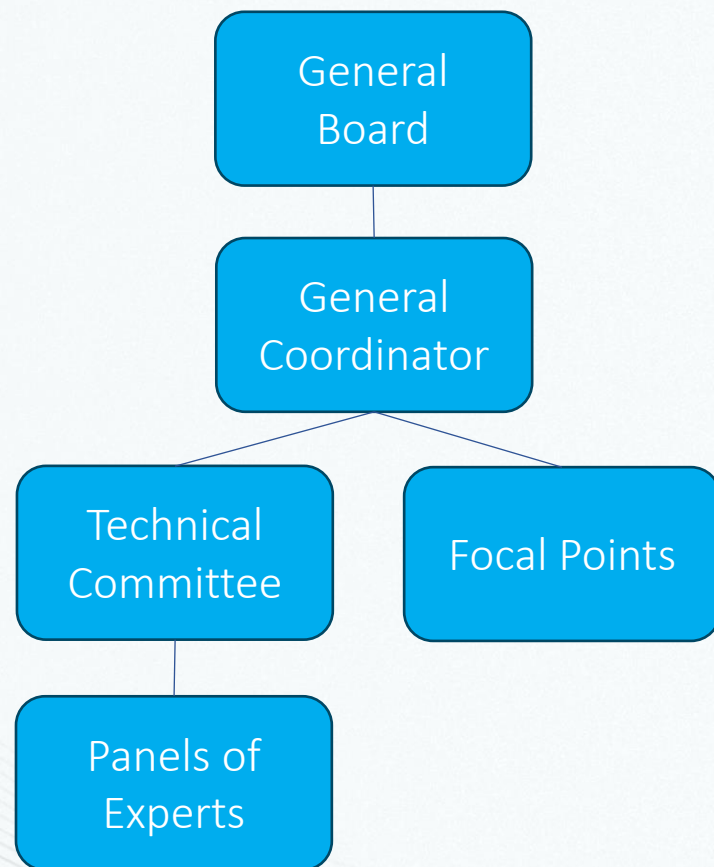
MISSION

Support Member States in continuous improvement of operational safety oversight

VISION

Be a reference in the harmonization of standards and achieve the highest level of Effective Implementation among the RSOOs

SRVSOP's organization



- **General Board** (meets once a year):
Director-Generals of the Member States
- **Focal Points** (meets once a year)
Appointed by States
- **Technical Committee** (standing advisors)
6 technical experts – the workforce of the SRVSOP
- **Panels of Experts** (meetings once a year):
 - RPEA (Airworthiness)
 - RPEO (Operations and Dangerous Goods)
 - RPEL (Personnel Licensing and Aviation Medicine)
 - RPEAGA (Aerodromes and Ground Aids)
 - RPEANS (Air Navigation)

SRVSOP members and other characteristics

- **Member States:** Argentina, Bolivia, Brazil, Chile, Colombia, Cuba, Ecuador, Panama, Paraguay, Peru, Uruguay and Venezuela (Observers: Airbus and Boeing).
- Participation has been recently open to other North American, Central American, South American, and Caribbean States, and other private entities as observers.
- SRVSOP has recently approved a 4-year Strategic Plan objectives, strategic goals and strategic projects.
- The System offers training courses to disseminate information to the technical staff of its Civil Aviation Authorities (CAA) Member States, as well as the industry.



Benefits of SRVSOP



Common Regulations (not mandatory)



Safety improvement in the Whole region



Regional Integration



Support among Member States



Technical Exchange



Economic benefit to companies due to the reduction of barriers

SRVSOP Regulations

- Latin American Aeronautical Regulations (LARs) are the regulations developed by SRVSOP. Member States should either:
 - Adopt them completely;
 - Harmonize their own regulations therewith;
 - Declare differences between their own regulations and the LARs.
- Amendments to the LARs are discussed within the Panels of Experts and approved by the General Board.
- Besides the LARs, SRVSOP also publishes other support documents (manuals, circulars, guidelines, forms, instructions etc.)
- Performance based regulation (Smart Regulation, Responsive Regulation)

Multinational Agreements

- Each Member State can decide whether or not to sign each specific agreement;
- Each Member State can establish its own Implementation Procedures (IP) with additional requirements to the LARs, taking into account its own regulations;
- The multinational certification is conducted by a multinational team of inspectors from the Member States, which are themselves certified as SRVSOP inspectors in a given area.
- Current Agreements in SRVSOP:
 - Maintenance Organizations
 - Instruction and Training Organizations
 - Aviation Medical Examiners
 - Automatic validation of personnel licenses

Challenges

- Safety Management should be proactive, not reactive
- SRVSOP could be an instrument for preparing countries for USOAP or FAA Audits and their respective Action Plans
- Resources for assistance and certification
- Implement the 4 year strategic plan

Brazil's Experience

- Development of a cross-cut department focused of safety management
- We constantly perform a simulated audit in our aviation system (Partner with SRVSOP)
- We believe that fulfillment of SARPS and Safety Regulations affect real life safety
- USOAP 2018 (94,72%) x 2023 (95,1%)
- Noar 4896 (2011), Air France 447 (2009)



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