



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**South American Regional Office - Regional Project RLA/99/901**  
*Regional Safety Oversight Cooperation System*  
**Thirtieth Ordinary Meeting of the General Board (JG/30)**  
Asunción, Paraguay, 3 December 2017

**Item 4:** 2018 Programme of Activities

- Difficulties for the secondment of experts for technical assistance activities

(Presented by the Technical Committee)

<b>Summary</b>	
This working paper presents to the consideration of the General Board a proposal to facilitate support in SRVSOP activities through the provision of experts, in accordance with the commitment set forth in the SRVSOP Implementation Agreement, Article 3, given the difficulties faced this year.	
<b>References</b>	
– Agreement for the Implementation of the Regional Safety Oversight Cooperation Agreement, subscribed by the 12 State members.	
– SRVSOP annual programme of activities.	
<i>ICAO Strategic objectives:</i>	A – Safety C – Environmental protection and sustainable development of air transport

**1. Background**

1.1 Since the establishment of the Regional Safety Oversight Cooperation System, it was noted that, in order to carry out missions to assist States in overcoming difficulties and strengthening the safety management systems in the Region, it was essential to have the support of all States, either seconding the experts that may be requested from them, or receiving visits in accordance with article 3 of the SRVSOP implementation Agreement, signed by each member State.

1.2 This has been accomplished all these years, allowing the SRVSOP to increase its activities to meet the growing demand from its States, as shown by both qualitative results (*e.g.*, the quality of the products and services of the Regional System), and quantitative results (*e.g.*, the cost-benefit study submitted to the General Board in 2016, showing a total benefit in favour of States for the amount of USD 35,469,496.00 for the 2001-2015 period).

**2. Difficulties faced in 2017**

2.1. The policy established by the Regional System to obtain experts from States involves, first, consultations with the focal point or person designated by the State, who in turn conducts internal consultations with the organization to confirm the feasibility of providing support. Subsequently, a formal request, signed by the General Coordinator, is sent to the State in order to receive an official reply, based on which arrangements are made with our Headquarters in Montreal to cover the corresponding daily subsistence allowance and air ticket, within an acceptable time frame.

2.2. Currently, demand by States has increased significantly for training courses, technical assistance, and multinational certification processes, which have been developed both at AMOs and training centres that are starting this process. This is in addition to the approved annual work programme, which also contemplates support by experts from the States for the development of amendments to regulations, review and/or development of manuals, advisory circulars, etc.

2.3. In this regard, many of these activities have been affected this year by the following:

- a) Cancellation by States of missions already confirmed, just days before they started, resulting in the postponement of the activity, since there was no time to arrange for the support of another State, or for the task to be assumed by Technical Committee experts. This resulted in the rescheduling of other activities or their postponement until next year.
- b) Loss of already purchased air tickets upon cancellation of the mission by the State, after the official mission acceptance letter had been sent. This is more serious in the case of multinational certifications agreed with the industry in advance, which is even more serious in the cases of multinational certifications agreed upon ahead of time with the industry (Phase IV). This has a negative impact on the process and on the image of the System.
- c) Delays in the official reply from the State, even though the acceptance and delivery of the formal request had been previously coordinated. Consequently, air tickets are purchased too close to the starting date of the mission, thus raising estimated cost of the activity.
- d) Lack of clearance for the multinational inspectors that have been previously qualified by the SRVSOP and proposed by their own States, which has a negative impact on the proper composition of the multinational certification teams, among other things.

2.4. Furthermore, we also feel that, although civil aviation authorities are quite willing to facilitate the support by their experts, there are other authorities within their own administrations that apparently are not familiar with the SRVSOP, the commitments the State has assumed, and the benefits the State derives from the Regional System. Accordingly, these missions are treated just like other requests for travelling abroad that have budgetary limitations and which are different from the missions required by the SRVSOP, since these do not require State resources to cover daily subsistence allowances and air tickets, for these are borne by the SRVSOP.

2.5. In view of the foregoing, it is necessary to establish better strategies to sensitise those authorities within the State that are involved in authorising travel by experts. To this end, the support of the Director Generals in the SRVSOP General Board is requested so that the programme of activities will not be affected by a lack of human resources, and the System may address the yearly increase in demand for the products and services offered by the Regional System. This, in turn, strengthens safety in the Region.

**3. Suggested action**

The General Board is invited to:

- a) take note of the problems outlined in this working paper; and
- b) undertake to sensitise the authorities involved in each State as to the need to address and respond to mission requirements by the Regional System, based on the commitments undertaken under the System Implementation Agreement.