EXECUTIVE SUMMARY

EL SALVADOR

1. The new Law No. 5150, the *Civil Aviation Organization Act* (the “Act”) of El Salvador, promulgated on and effective as of 27 October 2001, changed the name of the former “Directorate General of Air Transport (DGTA)” to the “Civil Aviation Authority (CAA)” and its organization. The Act establishes the CAA as an independent body responsible for overseeing civil aviation activities. The Act permits the CAA to be independently funded and have its own financial resources; also, it grants the necessary authority and powers to issue, amend and waive aviation standards and regulations. Furthermore, the Act establishes the requirements for the certification of air operators and the issue of AOCs, and grants its Executive Director the necessary authority for the safety oversight of air operators. This new Act also establishes mechanisms for the adoption and implementation of standards and procedures based on the ICAO Annexes and their amendments. It confers on the CAA and its inspectors the authority to access, oversee, inspect and investigate, as well as the powers to suspend the operations of any certificate holder and impose cautions and sanctions. The CAA has made considerable progress in the implementation of all of the recommendations in regard to legislation since the audit conducted in June and July 2000, which include the promulgation of the Act and the Civil Aviation Regulations (RAC) and all complementary documents, such as manuals and guides of all types, both for inspectors and users.

2. The CAA’s new organizational structure is adequate. The annual budget is sufficient for the purchase and maintenance of office equipment, as well as for recruiting and retaining qualified personnel. However, the CAA has not yet established a formal procedure for recruiting personnel. A technical library is being equipped with up-to-date reference material. With the help of the Agency on Aeronautical Safety for Central America (ACSA), the CAA has developed training programmes which include most topics necessary to train its technical personnel. However, the CAA has not established a formal policy or initial, specialized and recurrent training programme for each category of CAA personnel.

3. The CAA has made enormous progress since the audit in regard to regulating and organizing personnel licensing. On 26 March 2001, the DGTA promulgated the RAC 01-LPTAs, which include all of the provisions of ICAO Annex 1, and has developed manuals and guides for inspectors and users. The CAA has recruited new qualified technical personnel who meet the need for inspectors. It now has mechanisms that enable the delegation of duties to personnel outside of the CAA, through which the CAA has delegated to two Air Force and Police pilots the duties of appointed technical examiners (ETDs). The AAC has a full-time aviation medical examiner and has officially delegated the duties of appointed medical examiners to a sufficient number of physicians in various specialities. However, this personnel has not taken any familiarization or aviation medicine courses and does not have practical experience in the duties of the personnel which it is evaluating. Furthermore, the CAA has not developed a supervision or oversight programme for this personnel. In regard to the certification of training centres, the CAA has regulations and guides; however, it has not yet initiated any process for the certification of flight schools or approved the courses being given. Although the CAA has a training supervision plan for 2002, it has still not developed a supervision programme.

4. The AAC has complied with almost all of the audit recommendations concerning aircraft operations certification and supervision. The CAA has adequate regulations that include almost all of the SARPs in Annex 6, Parts I, II and III. It has recruited qualified inspectors and is assisted by experienced inspectors provided by ACSA through an agreement with this agency and agreements with other Central American States. The CAA
has developed procedures for the certification, supervision and oversight of its operators, and
the inspectors have manuals and guidance material. However, the CAA should complete the
certification and re-certification processes for those operators which still do not have an AOC
issued by El Salvador, but which are already providing air transport services, and approve
their operations and maintenance manuals and the minimum equipment list (MEL), among
others. Having ratified Article 83 bis of the Chicago Convention, the CAA should also
incorporate into its basic aviation legislation the necessary provisions to enable recognition of
foreign licences and certificates of airworthiness issued or renewed by the State of the
Operator and the transfer of its functions and duties to the said States.

5. The CAA has complied with the majority of the audit recommendations
concerning the inspection and supervision of continuing airworthiness. The CAA currently
has appropriate regulations and procedure and guidance manuals for the airworthiness
inspectors, which are sufficiently detailed to enable them to carry out their responsibilities.
The CAA has developed an acceptable airworthiness code and a certificate of airworthiness
format that meets the requirements of Annex 8. RAC 145 and the Certification Process
Document (DPC) contain adequate regulations and procedures for the certification of
maintenance workshops. However, the certification procedures for the Salvadoran workshops
have still not been implemented. Furthermore, the RAC OPS and the DPC contain adequate
regulations and procedures for the certification of air operators (airworthiness part); however,
the certification processes for operators have not yet begun. Lastly, the CAA technical library
does not have all of the manufacturers’ documents for all aircraft registered in El Salvador.

— END —