



ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 29: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms

REGIONAL REGULATORY HARMONIZATION AS A MANDATORY STEP
TOWARDS THE AUTOMATIC GRANTING OF LICENCES

(Presented by Bolivia and supported by the following ICAO SAM States and the LACAC States²)

EXECUTIVE SUMMARY

This working paper presents to the Assembly the actions carried out by the Regional Safety Oversight Cooperation System (SRVSOP) for the implementation, starting in January 2021, of automatic licence validation among its States, towards reaping the benefits this represents to industry and the civil aviation administrations (CAAs) of the South American Region.

Action: The Assembly is invited to: continue promoting and supporting the Regional Safety Oversight Organizations (RSOOs) in the implementation of automatic licence validation among its States, which have common regulations for the granting of personnel licences.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	N/A
<i>References:</i>	- Amendment 174 of Annex 1 to the Convention on International Civil Aviation - Multinational Technical Cooperation Agreement on automatic aviation personnel licence validation among the Civil Aviation Authorities of the participating States of the SRVSOP.

¹ Spanish version provided by Bolivia.

² Belize, Chile, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Nicaragua, Panama, Paraguay, Peru and Venezuela

1. INTRODUCTION

1.1 Amendment 174 of Annex 1 — *Personnel Licensing* was adopted by the ICAO Council on 27 February 2017, with an effective date of 10 July 2017 and an applicability date of 9 November 2017. This amendment enables a group of States which are party to an official agreement on the common regulation of the granting of licences automatically to validate the licences issued by any of the States of the group.

1.2 Therefore, based on an analysis of the implications of implementation, ICAO indicated in Attachment F of State letter AN 12/1.1.21-17/19 dated 29 March 2017 that the amendment would bring significant efficiency benefits to those States entering into an automatic licence validation process in terms of the mobility of licenced personnel and administrative costs for industry and the CAAs, and that it could be implemented through a Regional Safety Oversight Organization (RSOO). It also stated that the process could take a minimum [*sic*] of five (5) years. [Translator's Note: the State letter cites an expected implementation time of between one to five years from the effective date.]

1.3 In this new context established in Annex 1, the Regional Safety Oversight Cooperation System (SRVSOP), which was created and constituted by 12 South American Region States and Cuba, considered that one of the objectives of its creation and of the commitment made by its States was to successfully harmonize and adopt common requirements, which would comply 100% with the ICAO SARPs, in the Latin American Aeronautical Regulations (LAR), and specifically in the LAR PEL regulations that specify the requirements for granting personnel licences, aviation medical certification, and civil aviation training centres.

2. PROGRESS IN THE IMPLEMENTATION OF AMENDMENT 174

Approval of common requirements for the granting of licences

2.1 The SRVSOP States are convinced that the implementation of this amendment will have great benefit, given that the adoption of common requirements among its States is both one of its objectives and the first step towards reaping other benefits that will lead to resource savings, prevent the duplication of efforts, and eliminate delays in frequently used validation processes. This is one of the reasons why, at the suggestion of the Expert Panel on Personnel Licences and Aviation Medicine, the inclusion of the requirements for automatic licence validation in LAR 61, 63, and 65 was approved during the Thirtieth Ordinary Meeting of its General Assembly (JG/30) held on 3 December 2017 in Asuncion, Paraguay.

Conclusion of the Technical Cooperation Agreement for automatic licence validation

2.2 On December 7, 2018, during the Sixteenth Meeting of the SAM Region Civil Aviation Authorities (RAAC/16) held in Lima, Peru, the Agreement on Multinational Technical Cooperation for automatic licence validation among the Civil Aviation Authorities of the SRVSOP was signed by six States, namely Bolivia, Ecuador, Paraguay, Peru, Uruguay and Venezuela. It is hoped that other States will sign the agreement this year, given the progress made on the adoption of the LAR requirements.

2.3 The agreement was developed with due regard for ensuring the quality of the automatic licence validation process. It comprises a total of 13 articles and one Annex containing technical and administrative requirements. The applicability date is set for 2 January 2021.

2.4 With respect to the oversight system required by ICAO in Annex 1, the agreement provides for multinational LAR inspectors from the SRVSOP to conduct standardization visits to the States in order to verify, before the start of automatic validation, that the State has not only adopted the set of LAR PEL requirements in its regulations, but can also demonstrate that the implementation processes ensure compliance with those requirements.

2.5 Once satisfactory results of such a standardization visit are obtained, the base date will then be considered so that licences issued from that date on can apply for automatic validation in the other States.

2.6 Thus it has been established that visits by multinational LAR inspectors will take place every four (4) years to ensure the continuity of compliance.

Programme of activities to ensure automatic licence validation compliance

2.7 In addition to the amendment of the LAR PEL relating to automatic licence validation and the conclusion of the corresponding agreement by States, the SRVSOP has developed a programme of activities for 2019-2021 for the implementation of automatic validation. It was approved during the Thirty-First Ordinary Meeting of the General Assembly of the SRVSOP held in Havana, Cuba, on 27 November 2018. The programme contains the following elements:

- a) the elimination of differences in the regulations;
- b) the adoption of the automatic licence validation procedure developed by the SRVSOP for the States;
- c) the implementation of the LAR requirements adopted by the States;
- d) the selection and preparation of the team of LAR inspectors;
- e) the schedule of standardization visits;
- f) the ICAO registry for the agreement concluded by the States.

3. BENEFITS OF AUTOMATIC VALIDATION

3.1 From the start of the analysis of the implementation of Amendment 174 of Annex 1, the SRVSOP has been convinced that automatic validation will lead to the following benefits:

- a) For its States, it will enhance safety, since the process is based on regulations that comply with the ICAO SARPs, and their implementation is ensured through the standardization visits, during which the proper implementation of license granting processes will be assessed.
- b) For licence holders, it will mean a reduced bureaucratic burden resulting from the validation procedures such as processing delays, which will allow for greater mobility for operations within the Region.
- c) For industry, it will result in options for greater growth, since their staff will have the same training as their nationals, plus standardization with the other Authorities in the license

granting processes without prejudice to compliance with the labour and migration regulations of each State.

4. CONCLUSION

4.1 Automatic licence validation is based on common regulations and procedures that meet the ICAO Standards and Recommended Practices and depend on State commitment for their implementation and for the creation of the aforementioned benefits to States, licence holders, and industry in the Latin American region.

4.2 Thus we highlight the importance of ICAO's continuous support for the promotion of automatic licence validation in all regions and, particularly, through support for the RSOOs which, like the SRVSOP, have started this process.

4.3 The full implementation of RSOOs and the amount of time available for such work will be crucial for Member States' ability to participate in automatic licence validation.

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