



WORKING PAPER

ASSEMBLY — 41ST SESSION

TECHNICAL COMMISSION

Agenda Item 24: Technical Assistance Programme

HARMONIZATION OF THE LATIN AMERICAN AVIATION REGULATIONS (LAR)

(Presented by Ecuador, supported by Bolivia, Brazil, Colombia, Guatemala, Guyana, Mexico, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of))

EXECUTIVE SUMMARY

This working paper describes for the Assembly the progress made in harmonizing the Latin American Aviation Regulations developed by the Regional Safety Oversight Cooperation System (SRVSOP) as the Regional Safety Oversight Organization for Latin America and the advantages accruing to States from the adoption and/or harmonization of these regulations.

Action: The Assembly is invited to:

- a) take note of this working paper;
- b) recognize and support the work done by SRVSOP to develop the capacity of the regulations for the benefit of States to make available to them solid and up-to-date regulations, which is conducive in an integrated and direct way to the implementation of regional and global safety management, and
- c) endorse and promote the adoption or harmonization, and implementation, of the LAR in the Latin America Region. The Appendix provides the rates of harmonization achieved by the States of the Latin American Region.

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objective of Safety.
<i>Financial implications:</i>	
<i>References:</i>	

1. INTRODUCTION

1.1 The Latin American Aviation Regulations (LAR) trace their origins to the efforts of ICAO, UNDP and participating States in the region, which, on the basis of Project RLA/95/003 “Development of Continuing Airworthiness and Safety of Aircraft in Latin America”, convened a

¹ Spanish version provided by Ecuador.

multinational group of experts from participating States, which met some 10 times between 1996 and 2001 for the purpose of drafting a set of regulations for the region.

1.2 In order to guarantee the sustainability of the achievements of Project RLA/95/003 relating to the adoption of a system of standardized regulations for safety oversight in the region and other related matters of common interest to the States, on the basis of a new project, RLA/99/901, the Regional Safety Oversight Cooperation System (SRVSOP) identified the need for a procedure for establishing a basis for the formulation of the Latin American Aeronautical Regulations, which has come to be known as LAR-11, Rules for the development, issuance and amendment of LAR, which allows for the revision and adaptation of all existing LAR in accordance with the current rules.

1.3 LAR-11 has been harmonized with Part 11 of the Code of Federal Regulations (CFR) of the Federal Aviation Authority (FAA) of the United States of America and with JAR 11 of the Joint Aviation Authorities (JAA), today EASA, performing similar functions and complying with the provisions of ICAO resolutions A29-3 and A33-14.

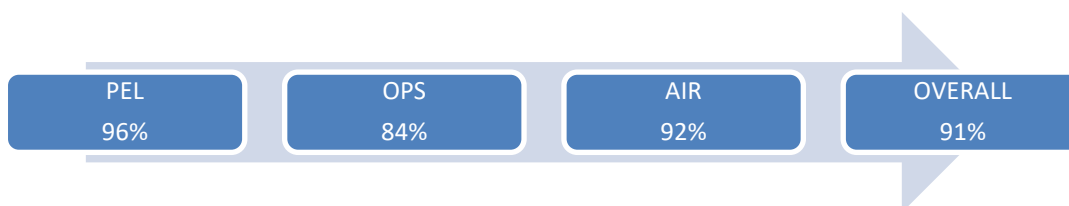
1.4 In addition, the Regional System has drawn up a strategy for the development, harmonization and adoption of LAR, which includes guidelines providing States with model regulations facilitating harmonization with LAR of national regulations of the States participating in SRVSOP.

2. ANALYSIS

2.1 SRVSOP as the Regional Safety Oversight Organization (RSOO) for Latin America, comprising 12 States, has developed 43 LARs relating to safety which are currently in force and reflect the most recent amendments to the Annexes to the Convention on Civil Aviation.

2.2 In addition, it bears mentioning that the work carried out by SRVSOP with respect to LAR is not limited to the development of regulatory requirements relating to ICAO Standards and Recommended Practices (SARPs), but also extends to the development and publication of procedures and check lists for State inspectors and advisory circulars for the industry on such specialized subjects as personnel licensing (PEL), operational safety (OPS), airworthiness (AIR), and aerodromes and ground aids (AGA). Consequently, the SRVSOP States have all the necessary tools to establish the different certification and oversight procedures among air services providers.

2.3 The progress which SRVSOP has made to date in harmonizing LAR, PEL, OPS and AIR and which has been notified by States is as follows:



2.4 **The Appendix** to this working paper presents the details of the harmonization by each SRVSOP State in the areas of PEL, OPS and AIR. It should be pointed out that a start has been made in harmonizing the national regulations of participating States with the LARs relating to ANS and AGA.

2.5 The progress in harmonizing the LAR has enabled SRVSOP to undertake various activities to assist States since its inception and during the COVID-19 pandemic. In addition, SRVSOP is actively supporting the recovery of the aeronautical sector by strengthening safety through the following activities:

- a) virtual training for inspectors and industry, conducted by regional instructors and experts, who have similar needs with respect to procedures and regulations;
- b) facilitating assistance to inspectors specialized in qualification of flight simulators, as States have LAR 60 and associated procedures;
- c) publishing and distributing guidance leaflets, and advisory circulars on change management, approved maintenance organizations (AMO), aerodromes and air navigation service providers;
- d) providing advice aimed at improving effective implementation (EI) of safety-critical elements (SCEs) relating to safety;
- e) performing remote risk-based surveillance for AMOs with multinational certification;
- f) applying a standardized tool to measure the effectiveness of SMS in aeronautical service providers; and
- g) providing risk-based surveillance (RBS) tools to its States so that they can optimize resources and prioritize the areas or service providers at highest risk.

2.6 The SRVSOP States that have adopted or harmonized LARs have the advantage that their regulations are developed, reviewed and updated in conjunction with a group of qualified specialists from each of the Member States at regular meetings held to keep the LARs up to date with the latest amendments to the Annexes to the Convention on International Civil Aviation. They also avoid duplication of effort and optimize resources, as differences are increasingly eliminated, providing the opportunity for the recognition of AOCs, multinational certification of AMOs, CATCs or the automatic validation of licences.

3. CONCLUSION

3.1 SRVSOP has contributed significantly to the improvement of safety oversight levels of its States for more than 18 years. It has also contributed greatly to the development of harmonized or common aviation requirements, to the benefit of each of the Member States and the industry, resulting in the best indicators of compliance with the Annexes to the Convention on International Civil Aviation overall.

3.2 In recent years, various States have been able to boast of an excellent regulatory structure, which is 100 per cent compliant with the standards established in each of the relevant Annexes. Likewise, they have been able to keep their requirements up to date, as these are dealt with in the different expert panels with respect to the adoption of amendments to the related Annexes.

3.3 The evolution of the LAR regulations has also had brought about a significant reduction of the accident rate in the SAM Region, especially in the commercial air transport sector.

APPENDIX

Rate of harmonization of the LAR as reported by the SRVSOP States to the expert panels

State	PEL Harmonization rate	OPS Harmonization rate	AIR Harmonization rate	TOTAL
Argentina	87%	77%	94%	86%
Bolivia	100%	100%	99%	100%
Brazil	87%	73%	94%	85%
Chile	99%	98%	97%	98%
Colombia	98%	98%	81%	84%
Cuba	100%	78%	88%	89%
Ecuador	100%	98%	96%	98%
Panama	84%	0%	84%	56%
Paraguay	98%	100%	83%	94%
Peru	99%	92%	96%	96%
Uruguay	100%	100%	100%	100%
Venezuela	99%	90%	94%	94%
Total	96%	84%	92%	91%

— END —