



International Civil Aviation Organization

South American Regional Office

Fifth Virtual Meeting of Civil Aviation General Directors of the South American Region on the Response to COVID-19

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Agenda Item 2: Innovation in aspects of Operational Safety, Capacity and Efficiency in the provision of services and navigation infrastructure in the framework of recovery

BENEFITS OF THE HARMONIZATION OF LATIN AMERICAN AERONAUTICAL REGULATIONS (LAR) IN A POST-COVID ENVIRONMENT

(Presented by the Secretariat)

SUMMARY

This information paper presents for the knowledge of the Civil Aviation General Directors the benefits that States can have as the result of the harmonization of the Latin American Aeronautical Regulations (LAR) in a post-COVID environment.

1. INTRODUCTION

1.1 The situation due to the COVID-19 pandemic, which continues to have a strong impact on aeronautical activities worldwide, has shown that joint actions by the States at the regional level are required to be able to carry out successfully the reactivation of the aeronautical sector that constitutes a main source for sustainable economic development in all countries.

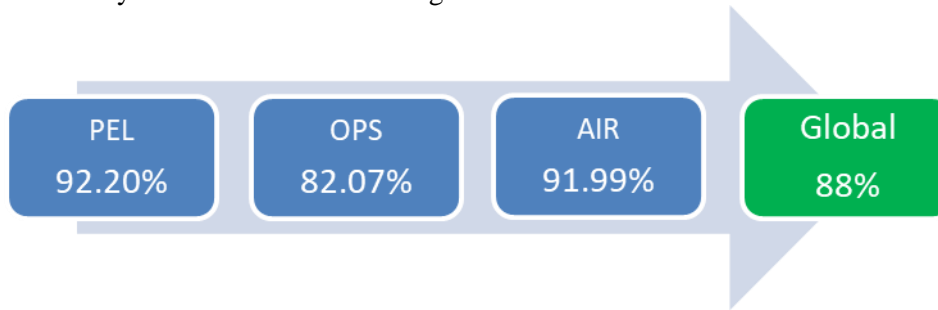
1.2 In this context, the ICAO Global Aviation Safety Plan (GASP) for 2020-2022, indicates that the Regional Safety Oversight Organizations (RSOO), constitute a mechanism to collaborate and exchange resources to improve their safety oversight capabilities.

1.3 Therefore, this mechanism can undoubtedly also help to facilitate this reactivation, through shared costs that allow maintaining the effective implementation of the standards and recommended practices (SARPs) through regulations and common procedures updated with the latest amendments of the Annexes to the Convention on International Civil Aviation, as well as the periodic training of its inspectors, leading to significant savings in the management of Aeronautical Authorities whose budgets are being affected by restrictions against COVID-19.

2. BENEFITS OF LARs HARMONIZATION

2.1 The Regional Safety Oversight Cooperation System (SRVSOP), which is the RSOO for Latin America and is made up of 12 States, has developed 43 Latin American Aeronautical Regulations that are in force and include the latest amendments to the ICAO Annexes linked to safety, as well as associated procedures for safety inspectors.

2.2 The progress that we register to date in the harmonization of the LARs and that has been notified by the States is the following:



2.3 Advances in the harmonization process in Latin American Aeronautical Regulations have allowed us to develop various assistance activities to our States from the beginning of the COVID-19 pandemic and to collaborate with the reactivation of the aeronautical sector, strengthening operational safety with the following activities:

- a) Provide virtual training to inspectors and industry personnel, with instructors and regional experts, which has similar requirements in both procedures and regulations;
- b) Facilitate the assistance of inspectors specialized in flight simulator qualification, since States have LAR 60 and associated procedures;
- c) Provide guidance brochures and advisory circulars related to change management, with mitigation measures for risk management in aeronautical examination centres, training centres, air service operators, approved maintenance organizations (OMAs), aerodromes and air navigation service providers;
- d) Provide advice to improve the effective implementation indicators (EI) of the critical safety elements, through assistance to two (2) States;
- e) Carry out remote surveillance of multinationally certified OMAS and initiated two multinational certification processes for two additional OMAS;
- f) Apply a standardized tool to measure the effectiveness of SMS in air service providers, which has been applied in work teams with the States; and
- g) Provide tools to carry out risk-based surveillance at the disposal of the States, so that the States can optimize resources.

2.4 The advantages offered by the harmonization of LARs in terms of avoiding duplication of efforts and cost savings to States may increase, as differences are increasingly eliminated, giving us the opportunity to recognize AOCs and validate automatic licensing.

3. SUGGESTED ACTION

3.1 The Fifth Virtual Meeting of civil Aviation Directors General of the SAM States is invited to:

- a) Take knowledge of the information presented in this information note; and
- b) To make any comments they deem pertinent.