

**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
LATIN AMERICAN CIVIL AVIATION COMMISSION**

**REGIONAL SAFETY OVERSIGHT COOPERATION SYSTEM**

**SEVENTH ORDINARY MEETING OF THE GENERAL BOARD**

(Lima, Peru, Wednesday 18 September 2002)

(Information paper presented by Airbus)

**Agenda Item 3: Status of project activities established for year 2002 by the General Board**

**"LAR's harmonization" and "The implementation strategy for LAR's adoption"**

1 Airbus fully supports the concept of regional regulatory harmonization as the most suitable and economical way for Authorities to fulfil their safety oversight duties and to foster the business of the aeronautical industry. Regional harmonization is however a long exercise and the experience in Europe has shown that a well defined and controlled process is required to reach the goal of fully harmonized regulations for the benefit of the regulator and the industry.

2 Airbus in general agrees with the working paper JG/7-NE/05 and the strategy proposal with the following comments:

At the current stage of the LARs, it might be difficult for the participating States to agree on the content of the LARs as the basis for common regulations, as proposed as first step in the strategy paper. Reasons could be either a need to further analyze the content and to compare it to the current regulations of the individual States or the desire of a State to choose a different basis for their regulations.

The LARs have been developed on the basis of existing regulations from participating States, with the objective to harmonize these regulations amongst themselves. The FARs have been used in principle as the basis during this process, since most of the South American regulations are based on the FARs. The FAA - JAA harmonization process and its results were not taken into account during the development of the LARs, and the content or philosophies of the JAR's were only considered to a very limited extend.

When regional regulatory harmonization is initiated, other efforts and results of global harmonization processes should equally be taken into account and be considered.

3 The first step in the harmonization and the implementation strategy for regional regulations should be to obtain from the participating States their firm commitment towards the general objective to fully harmonize the regulations.

4           However, prior to such a commitment from the States, the harmonization process and the basis for the common regulations will need to be agreed in order to obtain the States' commitment. To facilitate the States decision, a more in depth discussion on the content of the LARs, together with members of the working groups of the RLA 95/003 project and with industry representatives from the individual countries might be desired.

5           If the 7<sup>th</sup> ordinary meeting of the project board would not reach a conclusion on the harmonization and implementation strategy, and the meeting decides that more extensive discussions would be required due to the complexity of this agenda item, the board may call for a dedicated meeting for the harmonization and implementation strategy.

6           Airbus would support such a dedicated meeting and provide assistance for the organization and sponsorship if required. European countries, through the JAA system, have developed the JAR's specifically for regional application and harmonization. To benefit from this experience, Airbus would also reach out to get support from European experts to present the process of regional harmonization and the experience, including the advantages and the difficulties of the implementation of harmonized regulation in Europe.

END

Attachment: Spanish version