

## Lebanese Aviation Regulation Advisory Committee LARAC

### MINUTES No. 001

**Date:** 20<sup>th</sup> of May 2011 at 9:30 a.m.

**Location:** DGCA Conference Room, RHIA-B

**Attendees:**

<b>DGCA</b>	
<b>FSD</b>	Mr. Tony Hachem – Chairman Mr. Edward Zabloski Mr. Roy Matar Mr. Khalil Nassim
<b>Airport Management</b>	Dr. Angele Awad
<b>Technical Department</b>	Mr. Amin Jaber
<b>Air Operators</b>	
<b>Beirut Wings</b>	Dr. Oussama Jadayel
<b>IBEX Air Charter</b>	Capt. Adnan Deeb
<b>Lebanese Air Transport</b>	Mr. Nabil Bou Ghanem Mr. Wissam Othman
<b>Lebanese Cabin Crew Association</b>	Mr. Samir El-Turk
<b>MEA</b>	Capt. Nabil Assaf F/O Antoine Skaff
<b>MEAG</b>	Mr. Samir Fawaz Mr. Ghazi Jrab
<b>Med Airways</b>	Capt. Abdallah Anani
<b>Open Sky Aviation</b>	Mr. Haytham Azhari Mr. Hadi Azhari
<b>Private Pilots Association</b>	Mr. Mazen Sammak Mr. Roger Younes
<b>SKY Lounge Services</b>	Capt. Ziad Baba
<b>TMA</b>	Mr. Cesar Constantine Mr. Mohamad Ladky
<b>University of Balamand</b>	Mrs. Nay Mezannar Fares

## **I. Welcome and Introduction:**

The Chairman of the meeting, Mr. Tony Hachem, welcomed the participants and thanked them for their contribution in the Lebanese Aviation Regulation Advisory Committee (LARAC) – Preparatory Meeting.

The Chairman identified that The Lebanese Aviation Regulation Advisory Committee (LARAC) was established to increase public access and participation in the rule making process; to discuss and debate issues from various viewpoints; to bring the various rule making proposals to the notice of senior management at an earlier stage; and to facilitate harmonization with other national aviation jurisdictions. The Committee is sponsored by the Director General of Civil Aviation (DGCA).

LARAC is composed of representatives from the aviation community, DGCA and other interested parties thus providing a consultation forum for the Civil Aviation regulatory program.

## **II. Approval of Agenda:**

The Agenda was approved as distributed.

- a. LARAC Members Introduction
- b. LARAC Methodology
- c. LARAC Assigned Technical Groups
- d. Any Other Business
- e. Adjournment: Next Meeting Date and Venue.

## **III. Presentation:**

LARAC methodology and structure was enlightened through a PP Presentation which includes the following:

- ▶ Structure of LARAC:
  - A LARAC Plenary
  - A Civil Aviation Regulatory Board (CARB)
  - Technical Committees
  - Working Groups Leader & Members
- ▶ LARAC Activities:
  - A study / evaluation phase
  - An implementation phase
- ▶ Objectives:
  - LARAC's prime objective is to assess and recommend potential regulatory changes through cooperative rule-making activities.

- ▶ Technical Committees:
  - The mandate of Technical Committees is to provide advice, recommendations and, if required, draft rules with respect to regulatory issues.
  
- ▶ Technical Committees Title:
 

◦ General	I
◦ Identification, Registration & Leasing Aircraft (IRLA)	II
◦ Aerodromes & Airports (A & A)	III
◦ Personnel Licensing & Training (PL & T)	IV
◦ Aircraft Certification (AC)	V
◦ Aircraft Maintenance & Manufacturing (M & M)	V
◦ General Operating & Flight Rules (GO & FR)	VI
◦ Commercial Air Services Operations (CASO)	VII
◦ Air Navigation Services & Airspace (ANS & A)	VIII
  
- ▶ Working Groups:
  - Working Groups are established, as required by Technical Committees, to address specific issues set out in the approved Working Group Terms of Reference.
  
- ▶ Executive Director Responsibilities.
  
- ▶ The Secretariat Responsibilities.
  
- ▶ Consensus in LARAC:
  - Intrinsic in LARAC's objective of assessing and recommending potential regulatory changes through co-operative rule-making activities is the concept of achieving these results through consensus-building. Accordingly, LARAC members are requested to strive to achieve consensus on issues submitted for consultation.
  
- ▶ Dissents:
  - Whether or not an agreement is reached during discussions, each LARAC member has the right to have an objection considered. Should the member request it, the objection will be formally added to the record as a dissent. Dissents are to be presented in writing to the Secretariat.
  
- ▶ Communication:
  - The extensive participation of representatives from the aviation community and from with DGCA in every facet of LARAC is expected in order to ensure a high level of communication with the aviation community. The Secretariat's communication strategy is proactive and includes the following:
    - Distribution of information, newsletters and reports (as appropriate);
    - A web site; and
    - Preparation of Minister's briefing notes, as required.

▶ **LARAC Meetings:**

- To ensure full and equal access to LARAC meetings by its members and the aviation community, the Secretariat maintains a LARAC calendar. The following information will be added to the calendar:
  - Title of the meeting;
  - Dates of the meeting;
  - Contacts person and telephone number;
  - Location.

**IV. Discussions / Other Business:**

- Capt. Adnan Deeb raised the Duty and Time Limitation issue and recommended to adopt the JAA rules and regulations.
- Capt. Ziad Baba suggested that LARs Amendment and harmonization with other authorities need ICAO expertise to assist in updating the rules and regulations desired.
- Capt. Hadi Azhri recommended that LARs should be pro-active and can be amended as required.
- Capt. Nabil Assaf supposed that guidance from outside is needed.
- Mr. Mazen Sammak believed that preparation of their needs should be organized and submitted before amending any rule or regulation.
- Mr. Tony Hachem stated that: Lebanese experts in regulatory matters are better than foreign experts. This comes from experience and that past huge costs were spent with little efficiency. Full incorporation of ICAO Annexes is essential to deal with any new LARAC regulatory changes. Means of Compliance or Standards can be adopted from any regulatory authority: EASA, FAA, TC, and ICAO industry practices.
- Mr. Hachem showed a sample of a comparison study between ICAO Annex 1 contents and actual LARs contents showing that the Lebanese regulations need updating and completeness.
- ICAO Audit of 2008 to Lebanon DGCA was mentioned and that a new updated Corrective Action Plan is in preparation and to be sent to ICAO for approval. An internal DGCA committee was established for that purpose.
- Mr. Hachem thanked all attendees for their participation and emphasized on the contribution and cooperation between the LARAC Members in order to improve the Lebanese Aviation Field

**V. Next Meeting:**

Next meeting will be scheduled later during the month of June 2011.

**VI. Adjournment:**

Meeting was adjourned at 11:30 a.m.

**Minutes submitted by: Mrs. Lina Hashoush Maassarani**