

The International Federation of Air Line Pilots' Associations



IFALPA
The Global Voice of Pilots

Reference: CAR/SAM 2016

17REG069

8 December 2016

To: Executive Board
Executive Vice President CAR/SAM
Regional Vice Presidents CAR/SAM
Member Associations CAR/SAM

Ladies and Gentlemen

**REPORT OF THE IFALPA CAR/SAM REGIONAL MEETING 2016
RIO DE JANEIRO, BRAZIL, 5-7 DECEMBER 2016**

Please find attached the report from the IFALPA CAR/SAM Regional Meeting held in Rio de Janeiro, Brazil, 5-7 December 2016. The Meeting was held over three days with presentations from several invited speakers.

Addendum 1 contains the action items resulting from the meeting.

Yours faithfully

A handwritten signature in cursive script that reads "Carole Couchman".

Carole Couchman MBE
Senior Technical Officer

cc: All IFALPA Standing Committee Chairmen

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IFALPA CARIBBEAN/SOUTH AMERICA (CAR/SAM) REGIONAL MEETING
RIO DE JANEIRO, BRAZIL, 5-7 DECEMBER 2016

CHECKLIST OF ACTIONS

PARA.	SUBJECT	ASSIGNEE(S)
6.1	The updated version of the Annex 29 for the CAR/SAM Region would be sent to the ICAO Regional Offices with an explanation that the deficiencies reported were not defined in the same way as ICAO definitions.	SENIOR TECHNICAL OFFICER
6.2	The Senior Technical Officer is requested to update Annex 29 Part Three incorporating all the changes and prepare the Introductory Paper for the Critical Deficiency Status for the Airports and airspace in the two Regions.	SENIOR TECHNICAL OFFICER
6.2	The meeting was reminded to keep the information contained in the Annex updated and send any amendments to the Senior Technical Officer as necessary.	CAR/SAM MAS
7.	The Senior Technical Officer explained the Regional Matrix that had been developed the headings are: Technical and Safety Committee; Emergency Response plan; Aircraft Accident Investigators (how many, recognised by Authorities); Local Runway Safety Team/Airport Liaison Representative; Effective Reporting Structure / Just culture and non-punitive; Scientific FTL /FRMS; FOQA with data protection MOU; CIRP; Human Intervention Motivational Studies; Drug and Alcohol Programme/BAC level and Open Skies. The updated Matrix would be uploaded to the Members' area.	SENIOR TECHNICAL OFFICER CAR/SAM MAS
8.6	Mexico are looking for assistance in their negotiations with the government where they need information from other Associations in the Region on aspects of their CLA's. It was agreed that a matrix would be created to indicate the information needed and RVP CAR/West agreed to develop this.	RVP CAR/WEST
10.1	The MAs were requested to continue to work on the Hot Topics identified and keep the Region updated as to any progress being made or issues encountered.	CAR/SAM MAS

	<p>All the MAs were requested to help in reporting sightings of the balloons in Brazilian airspace through their own systems, to the Brazilian Association or IFALPA and on line at:</p> <p>http://www.aeronautas.org.br/index.php/safety-sna/relprev.html</p>	MEMBER ASSOCIATIONS
11.1	<p>The next CAR/SAM Regional Meeting will take place during the IFALPA Annual Conference in Montreal, Canada, 5-8 May 2017. The meeting was reminded the meeting that there was an Attendance subsidy available to Member Associations for their Chief Delegate only to attend Annual Conference which involved travel costs and hotac for five nights. If Member Associations wished to apply for this they needed to do so at the earliest opportunity.</p>	MEMBER ASSOCIATIONS
11.2	<p>There was an offer from CAPA to host the Regional Meeting for 2017 in Grand Cayman in November 2017. ASPA de Mexico offered to be the alternate if necessary. The Meeting recommended that this invitation should be accepted by the Executive Board.</p>	EXECUTIVE BOARD

**IFALPA CARIBBEAN/SOUTH AMERICA (CAR/SAM) REGIONAL
MEETING****RIO DE JANEIRO, BRAZIL, 5-7 DECEMBER 2016****REPORT OF THE MEETING**

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OBSERVERS

Captain Agustin Cuyas	Aerolineas Argentina
Captain. Arí Batista	GOL Air Lines
Tenente Marco Andre da Silva	DCEA

Apologies

Argentina	Trinidad & Tobago
Bahamas	
Colombia	
Peru	

CAR/SAM Regional Meeting**5-7 December 2015**

1. Welcome by the Chairman
2. Approval of 2015 CAR/SAM Regional Meeting Report 16REG086
3. Update from Annual Conference Regional Meeting CR 16REG123
4. Interim Reports of the CAR/SAM Executive Vice President and Regional Vice Presidents:

EVP CAR/SAM	17REG059
RVP CAR/East	17REG065
RVP CAR/West	17REG057
RVP SAM/North	17REG066
RVP SAM/South	17REG064
5. **Technical issues concerning IFALPA:**
 16REG127 Report from PA-RAST 23, 17REG002 Report from NACC DGCA 06,
 17REG006 Report from PA-RAST 24, 17REG014 Report from PA-RASG ESC/26,
 17REG024 Report from 25th PA-RAST Meeting

Professional issues affecting IFALPA
6. Annex 29 17REG033
7. Capability Matrix
8. Updates from Member Associations (to include Industrial and Technical)

Argentina	17REG064
Bahamas	17REG068
Brazil	17REG062
Cayman	17REG063
Colombia	Presentation
Mexico	17REG060
Panama	
Trinidad & Tobago	17REG067
Uruguay	

9. Presentations:
 - Brazil - FRMS Technical and Political Aspects
 - Brazil – Illegal Substance Use Tests
 - Energy Management with the Gate Keeper
 - Challenges in Operational Safety Management
 - ATM
 - Instrument Flight Procedures

10. Any other Business:
 - HOT TOPICS:**
 - Labour Conditions;
 - CLAC - Free Registration and License Migration;
 - CLAC;
 - FTL and FRMS;
 - Open Skies;
 - TNA Global Inter Alliance;
 - Airlines Ownership and Control
 - Balloons over Brazil
 - Problematic Substance Testing
 - Airline Productivity Policies

11. Next meetings
 - The next CAR/SAM Regional meeting will be held during the Annual Conference, Montreal, Canada 5-8 May 2017

REPORT OF THE MEETING

1. The Chairman, Captain Osvaldo Neto, EVP CAR/SAM, opened the meeting welcoming all the delegates especially those attending for the first time. He welcomed the Acting President, Captain Ron Abel and members of the Executive Board and this was followed by introductions from around the room. The Acting President made some opening remarks explaining that IFALPA was working to ensure there was a better relationship between the Member Associations (MAs) and the Federation and that he was very pleased to be at the meeting to learn more about the MAs in the CAR/SAM Region.
2. **Approval of the Report of the 2015 Meeting held in Buenos Aires, Argentina.** 16REG086
 - 2.1 The Senior Technical Officer presented the report from the Regional Meeting held in Argentina in 2015 highlighting the action items which had been completed. There were no comments and the report was approved by the meeting.
3. **Update from the Regional Meeting held at Annual Conference, New Orleans, USA, 2016** CR 16REG123
 - 3.1 The Senior Technical Officer presented the Chairman's report from the CAR/SAM Regional Meeting held during the IFALPA Annual Conference held in New Orleans. The report covered the results of the elections that were held during that meeting. There were no further comments and the report was approved.
4. **Interim reports from the CAR/SAM Executive and Regional Vice Presidents**
 - 4.1 **EVP CAR/SAM** - Captain Neto, presented his report highlighting the meetings he had attended including The First National Aviation Congress, hosted by SNA (Brazilian National Flight Crew Union) and in the discussions regarding open skies in Brazil and the total opening of the capital of national companies to foreign ones. 17REG059
 - 4.2 **RVP CAR/East** - Captain Chris Witt, presented his report highlighting the many issues faced by the CAR/East MAs and the need for an initiative to bring the MAs together. In some cases just to have contact with them would be an improvement and he would continue to work with the Regional Officer to try and achieve this. 17REG065
 - 4.3 **RVP CAR/West** - Captain Alfonso Sierra Candela presented his report highlighting the work he had undertaken with RVP SAM/North in gaining contact with pilots in Costa Rica. He indicated further work was needed to further organise them and hopefully the Association would be in a position to join the Federation in 2018. Work had been undertaken to try and locate the pilots in Cuba but this would be an ongoing project. 17REG057
 - 4.4 **RVP SAM/North** - Captain Diana Martinez, presented her report highlighting the many meetings she had attended mainly to do with the Regional Aviation Safety Group and also the FESPLA meetings. The issues facing the SAM/North part of the Region were also identified and the need for the whole Region to support each other. 17REG066

- 4.5 **RVP SAM/South** – Captain Guillermo Masnata presented his report highlighting the work that continued to be achieved within the SAM South part of the Region in particularly the training sessions and the work within FESPLA. There were discussions concerning the problems in Chile, he offered to go to Chile in the near future to discuss their situation further and then work with the EVP and other RVPs to help them unify. He also explained the work he and APLA continue to do in CLAC and how it benefits the Region. **17REG064**

5. Technical Issues Affecting the CAR/SAM Region

- 5.1 Report from PA RAST 23 **16REG127**
 5.2 Report from NACC DGCA 06 **17REG002**
 5.3 Report from PA RAST 24 **15REG006**
 5.4 Report from PA-RASG ESC/26 **17REG01244**
 5.5 Report from PA RAST 25 **17REG036**

The contents of the reports were covered in the various discussions during the meeting and it was recognised that the EVP/RVPs needed assistance to be able to cover all the meetings that were organised from both ICAO Mexico and ICAO Lima. The MAs were encouraged to participate in the IFALPA Committees and ensure that the Region was represented in every Committee. This would provide the expertise needed to further the work in the ICAO meetings and help influence national authorities and airport authorities in improving safety throughout the Region. RVP SAM/North gave a presentation on RASG-PA, their aims and roles and the priorities of the projects being undertaken such as Runway Excursion (RE); Controlled Flight Into Terrain (CFIT); Loss of Control-Inflight (LOC-I); Mid-Air Collision (MAC).

This led to discussions on phraseology and the need for a global approach for all flight crews and controllers to return to the use of standard phraseology which should help some of the misunderstandings that contribute to the problem areas mentioned above. The discussions also centred on training and the need for airmanship skills to be maintained.

Professional issues affecting IFALPA

The Professional and Government issues affecting the Region were covered in the MA updates various discussions during the meeting and it was recognised that the EVP/RVPs needed assistance in ensuring further work could be achieved in assisting the MAs in the Region to work with their authorities and companies to improve the working conditions for pilots.

6. ANNEX 29 PART 3

- 6.1 The Senior Technical Officer explained IFALPA Annex 29. There was an explanation on how the Deficiency system worked and what was contained in the IFALPA Annex and how to use the Annex. The meeting was reminded that the document should only be used as a tool to enable the identification of deficiencies in aerodromes and airspace and to bring the deficiencies to the attention of the appropriate authorities in order to facilitate dialogue and liaison to resolve them. It was not an operational document and should not be used as such as the information contained was not always up to date. **17REG033**

The updated version of the Annex for the CAR/SAM Region would be sent to the ICAO Regional Offices.

**SENIOR
TECHNICAL
OFFICER**

- 6.2 The Chairman and the Senior Technical Officer then addressed the deficiency sheets.

Antigua

VC Bird – Remains Deficient. No changes,

Bahamas

Eleuthera - Remains Deficient. No changes.

Grand Bahamas International - Remains Deficient. No changes

Rock Sound International - Remains Deficient. No changes

Barbados

Bridgetown - Remains Deficient. No changes

Cayman Islands

Owen Roberts International Remains Deficient. Delete COM (1).

Haiti

Port au Prince – Remains Deficient. Add to AGA (5) Helicopter operations produce severe downwash in the vicinity of taxiways.

Jamaica

Kingston- Remains Deficient. Delete AGA (2).

Montego Bay - Remains Deficient. Delete NAV AIDS (1).

Trinidad and Tobago

Port of Spain/Piarco International - Remains Deficient. No changes

Tobago/Crown Point. – Remains Deficient No changes

Costa Rica

Juan Santa Maria International – Remains Deficient – No changes

Mexico

Aguascalientes – Remains the same.

Add: Bajio (León) (BJX), SECURITY, Due to the very high number of reported laser attacks on aircraft, flight crews are advised to exercise extreme caution, both during the initial phase of the flight and on approach to the airport.

Add: Monterrey (MTY), SECURITY, Due to the very high number of reported laser attacks on aircraft, flight crews are advised to exercise extreme caution, both during the initial phase of the flight and on approach to the airport.

Mexico City International – Remains Deficient. No changes

Guatemala – Remains Deficient. No changes.

Honduras,

San Pedro Sula – Remains Deficient. No changes.

Colombia

Barranquilla/Ernesto Cortissoz – Remains Deficient. No changes

Bogota/Eldorado – Remains Deficient. No changes

Cali/Alfonso Bonilla Aragon – Remains Deficient. No changes

Cartagena/Rafael Nuñez – Remains Deficient. No changes

Cucuta/Camilo Daza Remains Critically Deficient. No changes

Pereira/Matecaña - Remains Deficient. No changes

Rio Negro/Jose Maria Cordova - Remains Critically Deficient. No changes

San Andres/Sesquicentenario - Remains Critically Deficient. No changes

Santa Marta - Remains Critically Deficient. No changes

Colombia FIRs - - Remains Deficient. No changes.

Dominican Republic

Airports: - Remains Critically Deficient. No changes.

Ecuador

Quito/Mariscal Sucre - Remains Special Category.

Peru

Pisco: - Remains Deficient. No changes.

Venezuela –

Maiquetia/Simon Bolivar – Delete AGA (1), AGA (6) COM (1), NAVAIDS (1), Special Operating Measures 1 and 2. Recommendation to remove Critically Deficient Status.

Maracaibo/La Chinita – Remains Critically Deficient. No changes

Argentina

General - Remains Deficient, Delete existing text and replace with new text concerning the entire airspace.

Buenos Aires/Aeroparque J. Newbery – Remains Deficient, Delete CO (3). Add to NAV (1) Non-standard and not published arrivals are used by ATC to RWY 31 via ENO, PAL, & ILM. Add MET (5) ATIS. Installation of D-ATIS is suggested. Add Remarks (3): Increased TCAS TA and RA when RWY 31 is active. **Add SECURITY**, Due to the high number of reported laser attacks on aircraft, flight crews are advised to exercise extreme caution, both during the initial phase of the flight and on approach to the Runway13.

Buenos Aires/Ezeiza Ministro Pistarini - Remains Deficient. Add: In most FIRs, En-route and approach aeronautical communications are often subjected to radio interference by commercial Broadcasting, some of them are not authorized frequencies. Aviation authorities are acting through Communications Authorities to detect and avoid this issue. Add new AGA (5) Unusable taxiways are used to disembark passengers when ramp has no parking positions available, even at night without the necessary illumination and other aids and services Add to NAVAIDS (1) or GBAS for GNSS app. Add to Remarks: No taxiways available when RWY 35/17 in use, runway backtrack slows down traffic flow and adds additional safety risks.

Cordoba/Ing. Aer. A.L.V. Taravella - Remains Deficient. Amend AGA (1) to read: RESA not installed on the end of RWY 18.

Mendoza/El Plumerillo - Remains Deficient. Add: In most FIRs, En-route and approach aeronautical communications are often subjected to radio interference by commercial Broadcasting, some of them are not authorized frequencies. Aviation authorities are acting through Communications Authorities to detect and avoid this issue.

Resistencia - Remains Deficient.

Bariloche/San Carlos de Bariloche - Remains Deficient. Add to MET (1) No SNOWTAM report.

Ezeiza FIR - Remains Deficient

Mendoza FIR - Remains Deficient

Comodoro Rivadavia FIR - Remains Deficient

Ushuaia/ Malvinas Argentinas - Remains Special Category

AIRPORTS in General. No update available.

Brazil

Belem/Val de Cans Remains Deficient. No changes.

Brasilia/Juscelino Kubitschek Remains Deficient. Add to AGA (1) Runways work will take place on the 1st semester 2017.

Campinas/Viracopos Kubitschek Remains Deficient. Add “general aviation” and “new terminal” to AGA (5)(6). Delete Remarks 1.

Curitiba/Afonso Pena Remains Deficient. Replace Remarks 1 with: With the opening of the new terminal, the incoming traffic is being held more safely and comfortably by the airport operator.

Florianopolis/Hercilio Luz Remains Deficient. N.o changes.

Fortaleza/Pinto Martins Remains Deficient. No changes

Foz Do Iguacu/Cataratas Remains Deficient. No changes.

Manaus/Eduardo Gomes Remains Deficient. No changes.

Porto Alegre/Salgado Filho Remains Deficient. Delete RAC (3).

Recife/Gilberto Freyre. Remains Deficient.

Rio de Janeiro Remains Deficient. Delete AGA (1), delete note in AGA (5)(6)(7). Add AGA (6) (7), Confusing parking spots signs. They are not aligned with the yellow lines, causing confusion when aligning the aircraft to parking area. The signs need to be relocated, aligning them with the apron taxi lines. Replace Remarks with: 1. Caution on “Go around” procedure due to altitude restrictions caused by inbound air traffic to SBRJ.

2. Caution must be exercised during the approach/departure path due to bird activity throughout the year. Caution big bird concentration on the vicinity of the aerodrome and approach to Runway 10 and Runway 15.

3. Caution must be exercised due to hot air balloons in the TMA.

Salvador/ Deputado Luis Eduardo Magalhães: Remains Deficient. Delete AGA (5).

São Gonçalo do Amarante/Gov. Aluizio Alves:. Remains Deficient. No changes

São Paulo/Guarulhos Remains Deficient. Replace AGA (5) with: Taxiway centre lights with no bright control. Some segments are too bright. The angle of the lights are being decreased in order to decrease the brightness to narrow body aircraft.

All Brazil FIRs Remains Deficient. No changes.

Brazilian Airspace: Remains Critically Deficient.

Chile –

Calama / El Loa – Remains Deficient. No changes.

Paraguay

Asuncion - Remains Deficient. No changes.

Uruguay

Montevideo Cesareo Berisio – Remains Deficient –

Punta del Este/Capitan C/C Curbelo - Remains Deficient

Angel Adami (Mellila) – Remains Deficient. Delete Note.

Santa Bernardina Int'l – Remains Deficient. No changes.

Uruguay General – Remains Deficient. No changes.

The Senior Technical Officer is requested to update Annex 29 Part Three incorporating all the changes and prepare the Introductory Paper for the Critical Deficiency Status for the Airports and airspace in the two Regions. **SENIOR TECHNICAL OFFICER**

The meeting was reminded to keep the information contained in the Annex updated and send any amendments to the Senior Technical Officer as necessary. **CAR/SAM MAS**

7. Capability Matrix

The Senior Technical Officer explained the Regional Matrix that had been developed in the Asia/Pacific Region and suggested this could be used as a tool to help MAs focus on different areas of work to encourage members to be more involved in the Association. The headings are: Technical and Safety Committee; Emergency Response plan; Aircraft Accident Investigators (how many, if recognised by Authorities); Local Runway Safety Team / Airport Liaison Representative; Effective Reporting Structure / Just culture and non-punitive; Scientific FTL /FRMS; FOQA with data protection MOU; CIRP; Human Intervention Motivational Studies; Drug and Alcohol Programme/BAC levels and Open Skies.

Updates had been received from some MAs and these had been incorporated into the Matrix, further updates were received during the meeting and the revised version will be uploaded to the members' area. **SNR TECH OFFICER CAR/SAM MAS**

8. UPDATE FROM MEMBER ASSOCIATIONS**8.1 UPDATE FROM ARGENTINA**

The report from Argentina was covered in the report from RVP SAM/South who explained that there had been a recent change in government and there may be an effect on the industry. There was an explanation on the various airlines there and it was noted APLA continues to assist the pilots in SOL who have now ceased operations. APLA were commended on securing the pilots from the first LCC to be art of the Association and for encouraging the pilots from AVIAN to join as well. It was further noted that this airline was on the Argentine registry and had only Argentine pilots. **17REG064**

8.2 UPDATE FROM BAHAMAS

The delegates from the Bahamas had been unable to attend the meeting so RVP CAR/East presented their which indicated they had now been able to complete their latest CLA. There had been some issues with the training for new ATR which was proving costly and some concerns with the other airlines now operating there. **17REG068**

8.3 UPDATE FROM BRAZIL**17REG062**

Brazil presented their report highlighting the better organization of the technical work being conducted in Brazil which had been achieved by the synergy between the associations there. They are representing IFALPA in the MAC (Mid Air Collision) group and BCAST (Brazilian Commercial Aviation Safety Team) of IATA/ICAO. Besides these two groups, they have been invited to participate at the Brasília International Airport Runway Safety Team. There was also an update on the Balloons over Brazil which was also covered under Hot Topics. This led to a discussion on authorities needing to make legislation for “drones” which although not that popular in Brazil yet are likely to be popular very soon. In addition, there was a discussion relating to “jump seat” policies and it was noted that several Member Associations had these and how beneficial they continue to be.

8.4 UPDATE FROM CAYMAN**17REG063**

RVP CAR/East presented the report Cayman and mentioned the positive attitude towards safety at the airports and that there is an annual RFF exercise. As in other places there is a need for more pilots, also promotion seems to be very slow there which does not encourage recruitment. There was a concern with pilots who are qualified on dual aircraft types and then scheduled to operate both types in one day. The Regulator has approved one type per day not two and it was recommended that the airline was reminded of this.

8.5 UPDATE FROM COLOMBIA**PRESENTATION**

RVP SAM North made a presentation on behalf of Colombia highlighting their situation that continues there and the number of anti-union tactics being taken by the airlines making it very difficult for the union there.

8.6 UPDATE FROM MEXICO**16REG060**

The report from Mexico was presented by RVP CAR/West who provided an update on the progress of the new airport which is now expected to be open in 2020. The economy is currently a little unstable following the result of the recent election in the USA. Mexico are looking for assistance in their negotiations with the government where they need information from other Associations in the Region on aspects of their CLA's. It was agreed that a matrix would be created to indicate the information needed and RVP CAR/West agreed to develop this.

RVP CAR/WEST**8.7 UPDATE FROM PANAMA**

Panama gave an update explaining that they were currently in negotiations for their contract. COPA are facing tough competition and have had to lower fares to try and compensate. They are likely to have new aircraft to replace some of the older ones and this will mean a need for more pilots. There is also an increase in the number of LCCs in Panama. UNPAC have been offering assistance to pilots in other airlines and this is resulting in those pilots now looking to join UNPAC. They are trying to introduce FRMS but it is in the very early stages. It was noted that there a considerable number of foreign pilots in the airline and they are allowed to be associate members of UNPAC. It was also noted that the controllers are also in negotiations for better working conditions and that UNPAC are offering support to them.

8.8. UPDATE FROM Trinidad and Tobago

17REG067

TTALPA were also unable to attend the meeting and RVP CAR/East presented their report. It was noted that the new agreement was progressing under negotiations. There was a brief mention of the need for both TTALPA and JALPA to work on a closer relationship, recognising that it is a difficult and delicate situation.

9. Presentations

There were several presentations during the meeting, these will be made available in the members' area where possible.

9.1 Brazil – FRMS, Technical and Political Aspects – Captain Tulio Rodrigues

This presentation concerned A Science Based Proposal for New FTL's in the Brazilian Civil Aviation. It showed the Risk analysis taken from the Fatigue risk from SAFTE-FAST model and the Brazilian Pilots FTL's proposal. The conclusions that had been reached were very interesting and showed need for a review of the prescriptive limits. The presentation is available in the CAR/SAM Regional folder in the members area

9.2 Brazil: Illegal Substance Use Tests – Captain Philippe Pacheco

This presentation highlighted the current practices in Brazil for testing of substances. The meeting found it unusual that the usual practice was testing by Keratin and suggested that that should be changed to a breathalyser and/or urine. There were other issues concerning how the tests were carried out and that the airline had the pilot assistance program. APLA offered to share their protocol they have with the airline and the Regional Officer drew everyone's attention to the position paper and briefing leaflet that could be found on the public website (www.ifalpa.org). There were several suggestions in the papers on the how to set up agreements with the authorities and airlines.

[http://www.ifalpa.org/downloads/Level1/IFALPA Statements/Human Performance/16POS01 - Problematic Substance Use Testing.pdf](http://www.ifalpa.org/downloads/Level1/IFALPA%20Statements/Human%20Performance/16POS01%20Problematic%20Substance%20Use%20Testing.pdf)

9.3 Energy Management with the Gate Keeper - Captain. Arí Batista, GOL Air Lines

This presentation gave a detailed example of how data being used to ensure safe and efficient approaches. It appeared that by giving pilots further assistance with training where necessary was improving the energy management. Brazil was, however, reminded to regularly review their protocol with the company and try to have a pilot from the association as the "gatekeeper" in addition to the management pilots.

9.4 ATM – Captain Marco Andre da Silva, DCEA

This presentation on the developments by the instrument procedures being undertaken by DCEA provoked a great deal of discussion. It was noted that more coordination between the pilots and procedure designers was needed. Examples of charts in the presentation showed a lack of operational knowledge and the feedback was greatly appreciated by DCEA. It was also highlighted that where airlines had specific procedures that varied from the norm that air traffic were not always aware and that better coordination from the pilots would help to resolve this.

9.5 Challenges in Operational Safety Management – Captain Peixoto, AZUL Air Lines

The presentation given by Azul Air Lines looked at the latent conditions in the system which could include those created by a lack of safety culture; poor equipment or procedural design; conflicting organizational goals; defective organizational systems; or management decisions. It was suggested that an organizational culture whereby hazard identification and safety risk management, and the safety risks of the consequences of hazards are kept under control may help to mitigate this.

9.6 Instrument Flight Procedures – Captain Agustin Cuyas – Aerolineas Argentina

This presentation gave detailed information on the Instrument Flight Procedure Validation Process being undertaken in Aerolineas Argentina for flight validation pilots. The training of PBN procedures given for this was impressive and it was suggested that more airlines need to give this level of training to all their pilots and that the idea of flight validation pilots to assess the fly ability of new instrument procedures should be extended further. There was considerable discussion on the different procedures and the need for standardisation or at least harmonisation.

10. HOT TOPICS

10.1 The list of hot topics was reviewed and it was agreed to prioritise the list as follows:

Labor Conditions;
CLAC - Free Registration and License Migration; Open Skies; Airlines
Ownership and Control
FTL and FRMS;
Problematic Substance Testing
Balloons over Brazil

TNA Global Inter Alliance;
Airline Productivity Policies

The MAs were requested to continue to review the Hot Topics and identify which affected them and how they could resolve the issues in their Association. In the review the MAs were asked to inform IFALPA of any issue they needed further assistance with so that workshops/seminars etc. could be arranged to provide specific support to the Region.

It was recognised that APLA represented the Region and IFALPA in CLAC and they would provide further feedback on the progress of the meetings. There was an update from Brazil on the Balloons over Brazil and some action had been taken where there were now NOTAMs for the airports in the São Paulo, Rio de Janeiro and Curitiba areas. There is balloon information inserted in AIP-Brazil and a social media campaign providing information to the communities to inform them of the significant threat that the balloons can present to the aviation system. There was also a campaign with the pilot's associations to increase the safety reports, feeding with valuable data to the Brazilian Department of Investigation and Prevention of Accidents. All the MAs were requested to help in reporting sightings of the balloons through their own systems, to the Brazilian Association or IFALPA and on line at:

<http://www.aeronautas.org.br/index.php/safety-sna/relprev.html>

CAR/SAM MAS

11. DATE AND VENUE OF THE REGIONAL MEETINGS 2013

- 11.1 The next CAR/SAM Regional Meeting will take place during the IFALPA Annual Conference in Montreal, Canada, 5-8 May 2017. The meeting was reminded the meeting that there was an Attendance subsidy available to Member Associations for their Chief Delegate only to attend Annual Conference which involved travel costs and hotac for five nights. If Member Associations wished to apply for this they needed to do so at the earliest opportunity. **MEMBER ASSOCIATIONS**
- 11.2 There was an offer from CAPA to host the Regional Meeting for 2017 in Grand Cayman in November 2017. ASPA de Mexico offered to be the alternate if necessary. The Meeting recommended that this invitation should be accepted by the Executive Board. **EXECUTIVE BOARD**

12 CONCLUSION

- 12.1 The Chairman thanked everyone for their participation during the meeting and for making the meeting such a success. He particularly thanked the members of the Executive Board and the presenters for their participation and especially SNA for the generous hosting and support during everyone's stay in Brazil. He was encouraged that despite the crisis that the Region continued to face that these meetings provided the opportunity to look for ways to resolve the various situations. He stressed the need for everyone to remain in contact and work together to support each other. The Senior Technical Officer was also thanked for her continued work in the preparation of the meeting and her continued support in the Region.

Reference: CAR/SAM

**IFALPA CAR/SAM REGIONAL MEETING
RIO DE JANEIRO, BRAZIL, 5-7 DECEMBER 2016**

MA UPDATE –URUGUAY

Alas Uruguay has now ceased operations and has a window of 60 days for regular flights and 90 days for non-regular flights to restart operations or lose the Airline Operator Certificate. 30 days have passed since operations were stopped.

During this period, the aim has been placed in trying to find commercial partners and/or someone interested in buying the company and being able to keep the company running. A good number of interested people showed up with different degrees of seriousness between them, but so far, no agreement has been reached.

Alas Uruguay started its regular operations at the end of January 2016 and during the 9 months the airline operated, 97% of flights were performed according to what was scheduled. During that period of time, even though the airline employees were the airline main shareholders and taking into consideration the delicate financial situation, safety and security of flight operations were never jeopardised.

Unfortunately, and even though the project was something positive for our country in terms of tourism, tax revenue, airport fees, duty free shop, catering, fuel, etc., a non-professional management from the company lacking experience in this field was one of the main reasons for the project to fail. This does nothing but confirm that these positions must always be filled with well prepared, suitable and appropriate aviation professionals. Also, a more direct and explicit support from the national government is needed in countries like Uruguay; where nowadays, there is more support for foreign investments than for local ones.

ACIPLA is the recognised representative to the Government for all Uruguayan airline pilots, negotiating the CLA for all the sector. During the last negotiation, we managed to include variable productivity like flex hours, night time hours, per diems in every flight. Historically, all these variables were to be negotiated with every Company, now, they're all included in a general CLA for all airline pilots no matter which airline.

The Ministry of Labour also requested us to represent general aviation pilots due to the fact that these pilots do not have a Union that represents them. Major advances were achieved for them; things like: per diems for lunch and dinner, adequate accommodation when out of base, night time hours, etc.

Approximately one year ago, we approached the Civil Aviation Authority (DINACIA) in order to fill the gap created by the acceptance of the new Latin American Regulations (LARs) and the lack of Flight Time/Duty Time Limitations. ACIPLA presented its proposal, using as reference the latest FAA regulations and the ICAO/IATA/IFALPA FRMS Manual. A few weeks ago, DINACIA approved the new FTL for commercial aviation in Uruguay which was basically a copy/paste of our suggestion.