

8TH PAN AMERICAN SAFETY AVIATION SUMMIT
MEXICO CITY, MEXICO. 20-21 JUN 2017
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EXECUTIVE SUMMARY
<ol style="list-style-type: none"> 1. Overview; This is an important meeting and group for IFALPA, the real work should be done during the RASPA meetings at the upper level. 2. Administrative/ political considerations; It was mention by one of the ALTA members that IFALPA have not attended this meetings for more than a year, and that for the first time IFALPA is not part of the board because we have not been in the meetings. 3. Future meetings; Still to be decided 4. Action by IFALPA; The PA of RAGS-PA stands for Pan American so the NAM region is included in this group, traditionally the CARSAM representation from IFALPA attended this group, since the CARSAM representation is been attending this group (at the top level, since RVP SAM north is attending some subgroups) the board should analyse if the EVP NAM should participate here.

1. GENERAL INFORMATION

- 1.1 This is the 8th meeting that ALTA organize in the region, the invitation came from Capt Diana Martinez, who collaborate with the RASG-PA at the regional meetings
- 1.2 The attendance was from many authorities basically from the SAM region, airlines AIRBUS, BOEING, and IFALPA
- 1.3 AGENDA
 - DAY 1
 - 1.3.1 Session 1: Collaborative Safety Teams
 - 1.3.2 Session 2: Safety Initiatives in the Pan American Region
 - 1.3.3 *Panel: Technology Allowing to Reduce High Risk Events*
 - 1.3.4 Benefits of HUD Display
 - DAY 2
 - 1.3.5 Session 3: Improving Safety in the region
 - 1.3.6 *Emergency response*
 - 1.3.7 Reducing Risk through Surveillance
 - 1.3.8 Panel: Collaboration among ATC & Pilots to improve Safety - *Topics: SID STAR*
 - 1.3.9 Presentation: Bird strike mitigation
 - 1.3.10 Panel: We Share the Skies: Integrating regional domestic operators to RASG-PA safety initiatives

2. REPORT on AGENDA ITEMS.

- 2.1 The presentation and the panels were not to discuss or obtain a position or technical paper.
- 2.1.1 IFALPA participated in the panel #2, "The importance of Focusing on Training" The idea was to mention what are the initiatives in training that the different panel participants organization are doing in Runway Excursion and LOC-I.

It was mentioned that for IFALPA is not easy to get direct to the pilots or the airlines, what we do better is to work with ICAO and the IFALPA policies are incorporated in the ICAO Annexes.

During the committee meetings and as requested IFALPA can give some training like the RST It was mentioned that IFALPA have the runway safety team "course" and the briefing safety publication.

The positions from some states were really scary! In some cases they want to solve the communication problems between ATC and pilots with social meetings (that is not a bad idea) not taking into account the best practices and ICAO recommendations.

3. CONCLUSION

- 3.1 The opinion from IFALPA is always appreciated in this kind of meetings, but they should be informed what is the safety and political position from IFALPA so the correct people can attend.
- 3.2 More coordination is needed to attend this meetings, in this case I don't feel that the correct IFALPA procedures were use, and because of this we were not well inform about the objective of IFALPA being there

4. IFALPA ACTIONS

- 4.1 The Board should decide who will attend this group