

IV REGIONAL AIR TRANSPORT WORKSHOP

PUNTA CANA- DOMINICAN REPUBLIC, 1-3 NOVEMBER 2017

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1. Participants:

Representatives of Aviation Authorities
Airlines of Legal representatives / Lawyers
IATA
ALTA
ACI LAC
IFALPA.

2. First day:

Meeting of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA), emission compensation and reduction. Programme Members in the Region. Short term measures. Effect on airlines

3. Second day:

Local authorities opened the workshop
Introduction of different subjects

The local authority: explained the relevance of Aviation for the State, infrastructure, compliance with ICAO recommended practices and advances of implementation of SSP.

IATA: General aviation panorama, growth expectations, specially regional.

Broached the subject of the effects of the judicial courts' lack of specific knowledge and mentioned a number of cases in which airlines had to pay passengers compensations for moral damage.

To finish with, ACI LAC made a presentation about investment in airports, the new passengers (low cost companies within region which make flying possible to people for the first time), information for new passengers, airport vicinity, taxes and local regulations. Difficulties at the airport.

Later, the participants were divided into 3 different groups:

Aviation Authorities
Airlines
Airports

CLAC's Secretary invited us to participate in the Airlines' group on behalf of IFALPA

At the Plenary Meeting the groups offered a summary of their work and conclusions were made:

Issues for discussion

At the workshop discussions the authorities, the airlines, and the passengers were considered stakeholders in that order.

They did not mention the workers

Within the group (airlines) we were requested to explain the reason why we, pilots, are against free licensing and registration migration and they explained that those aspects were beneficial for airlines.

We explained that we were concerned about differences regarding salaries and working conditions and that they would lead to sheer cheap employment. However, we further explained that if similar working conditions could be negotiated, it would be advantageous for all stakeholders (including workers).

After the conclusions, we requested the CLAC's Secretariat to have them in a written copy, mentioning that workers are aviation industry stakeholders as well, as it had been concluded at AtConf 6 39th Assembly and as it is understood in the development of ATRP

They appreciated our participation and accepted that our position was correct and would be taken into account when writing the final conclusions.

The conclusion we are more positive about is the necessity for specific knowledge in law courts so that decisions fairly made when international agreements subscribed by the States in the Region are at stake.