

The International Federation of Air Line Pilots' Associations



IFALPA
The Global Voice of Pilots

Reference: CAR/SAM 2017

18REG070

04 December 2017

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
VERACRUZ, MEXICO, 28-30 NOVEMBER 2017.**

Please find attached the report from the IFALPA CAR/SAM Regional Meeting held in Veracruz, Mexico, 28-30 November 2017. The Meeting was held over two days with several presentations from the ICAO Regional Office in Mexico City.

We are most grateful to ASPA de Mexico for the generous hosting of this meeting.

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

IFALPA CARIBBEAN/SOUTH AMERICA (CAR/SAM) REGIONAL MEETING**VERACRUZ, MEXICO, 28-30 NOVEMBER 2017****CHECKLIST OF ACTIONS**

PARA.	SUBJECT	ASSIGNEE(S)
1.	In response to ICAO's request for more participation in the Regions Meetings the Senior Technical Officer was requested to ensure distribution of the letters of invitation and assist the representatives with providing relevant working papers for those meetings.	SENIOR TECHNICAL OFFICER
4.1	The Senior Technical Officer undertook to contact the IFALPA President and work to get a statement of support for ACDAC to be released as quickly as possible. In addition, the PGA Officer would ensure that any future letters requesting Mutual Assistance to an Association would include a sentence asking MAs to send individual letters of support to affected MA.	SENIOR TECHNICAL OFFICER PGA OFFICER
5.4	RVP SAM/South is requested to send the notification of the CLAC meetings to the Senior Technical Officer who would ensure a wider distribution, particularly to Brazil.	RVP SAM/SOUTH SENIOR TECHNICAL OFFICER
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. In addition, Working papers incorporating these deficiencies should be presented at the relevant ICAO Regional meetings.	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.	<p>The Matrix is located in the Members Area under the CAR/SAM Region and Member Associations are requested to complete the Matrix as soon as practicable. The RVPs are requested to assist the MAs in their part of the Region to complete this. Updates can also be sent to the Senior Technical Officer who will update the Matrix.</p>	<p>CAR/SAM MAS CAR/SAM RVPs</p> <p>SENIOR TECHNICAL OFFICER</p>
8.5	<p>SNA offered to share how they had achieved their FTL scheme with UNPAC and the Senior Technical Officer would put UNPAC in touch with other MAs who had undertaken this work.</p> <p>UNPAC were asked to send all the details concerning the deficiencies for entry into Annex 29. The Senior Technical Officer will also contact the AGE Chairman to help with the wildlife hazard. In addition, it was noted Panama do not have a Runway Safety Team, ICAO Montreal will be informed of this and UNPAC were asked to start preparing to participate in it.</p>	<p>BRAZIL SENIOR TECHNICAL OFFICER</p> <p>PANAMA SENIOR TECHNICAL OFFICER</p>
10.1	<p>The list of hot topics was reviewed and it was agreed to take action on some of the items to try and move forward with them:</p> <p>Labour Conditions; it was agreed that all the MAs in the Region need to continue to work on improving their Labour conditions and where possible work together and help each other.</p> <p>CLAC - Free Registration and License Migration, Open Skies, Airlines Ownership and Control; it was agreed that RVP SAM/South would provide the information of the meetings so that more participation could be achieved.</p> <p>FTL and FRMS; it was agreed that individual MAs need to continue to work on their schemes and seek advice where necessary.</p> <p>Problematic Substance Testing; MAs were asked to forward any issues with this testing.</p> <p>Balloons over Brazil; it was agreed that Brazilian Airspace would remain Critically Deficient and the issue would be raised via a working paper at the relevant ICAO meeting.</p> <p>TNA Global Inter Alliance; it was agreed that the Region should produce a paper for the next PGA meeting highlighting the issues faced by the Region.</p> <p>Airline Productivity Policies; it was agreed that any airline economic incentives which compromise safety should be forwarded.</p>	<p>CAR/SAM MAS</p>

11.1	The next CAR/SAM Regional Meeting will take place during the IFALPA Annual Conference in Luxembourg, 15-18 March 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 assistance with 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 Panama to host the Regional Meeting for 2018 in Panama City. The Meeting recommended that this invitation should be accepted by the Executive Board.	EXECUTIVE BOARD

Items in **bold** have been completed

IFALPA CARIBBEAN/SOUTH AMERICA (CAR/SAM) REGIONAL MEETING**VERACRUZ, MEXICO, 28-30 NOVEMBER 2017****REPORT OF THE MEETING**

ATTENDANCE LIST

Marcelo Ceriotti	Brazil	marcelo.ceriotti@aeronautas.org.br
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Isaac Luviano	Mexico	capiluviano@me.com
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IFALPA

Osvaldo Neto	EVP CAR/SAM	osvaldo.neto@aeronautas.org.br
Chris Witt	RVP CAR/East	chriswitt18@gmail.com
Carole Couchman	Senior Technical Officer	carolecouchman@ifalpa.org
Sebastian Curras	PGA Officer	sebastiancurras@ifalpa.org

OBSERVERS

Eduardo Chacin	ICAO Regional Office Mexico
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Apologies

Alfonso Sierra-Candela – RVP CAR/West	Diana Martinez – RVP SAM/North
Daniel Bianco – RVP SAM/South	Chile
Jamaica	Paraguay
Peru	Trinidad & Tobago

CAR/SAM Regional Meeting**28-30 November 2017**

1. Welcome by the Chairman
2. Approval of 2016 CAR/SAM Regional Meeting Report 17REG069
3. Update from Annual Conference Regional Meeting CR 17REG098
4. Interim Reports of the CAR/SAM Executive Vice President and Regional Vice Presidents:

EVP CAR/SAM	18REG058
RVP CAR/East	18REG069
RVP CAR/West	18REG054
RVP SAM/North	18REG067
RVP SAM/South	18REG068
5. **Technical issues concerning IFALPA:**
 17REG107 Report from PA-RAST 27, 18REG005 Report from 8th Pan American Aviation Safety Meeting, 18REG061, 18REG062 & 18REG063 Reports from PA RAST meetings.

Professional issues affecting IFALPA
 18REG066 Report from CLAC Meeting
6. Annex 29 18REG017
7. Capability Matrix
8. Updates from Member Associations (to include Industrial and Technical)
8. Updates from Member Associations (to include Industrial and Technical)

Argentina	18REG053
Brazil	18REG055
CAR/East MAs	
Mexico	18REG064
Panama	
Uruguay	18REG065

9. Presentations:
ICAO Regional Office, Mexico

10. Any other Business:
HOT TOPICS:
Labour 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

11. Next meeting
The next CAR/SAM Regional meeting will be held during the Annual Conference, Luxembourg, 15-18 March 2018.

REPORT OF THE MEETING

1. The Chairman, Captain Osvaldo Neto, EVP CAR/SAM, opened the meeting welcoming all the delegates, particularly those attending for the first time and he extended a welcome to Eduardo Chacin from the ICAO Regional Office in Mexico City. After the introductions there was a very interesting discussion relating to the need for the Region to be more proactive in participating in the ICAO meetings held in both the CAR and SAM Regions. ICAO would like to see more participation from the pilots and for them to submit relevant working papers to the various meetings. It was recognised that the Region was facing many local issues and that providing volunteers to attend these meetings was often difficult but the Region agreed to look at participating more and to provide working papers. **SENIOR TECHNICAL OFFICER**
2. **Approval of the Report of the 2016 Meeting held in Rio de Janeiro, Brazil.** **17REG069**
 - 2.1 The Senior Technical Officer presented the report from the Regional Meeting held in Brazil in 2016 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, Montreal, Canada 2017** **CR 17REG98**
 - 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 Montreal. The report covered the results of the elections that were held during that meeting. It was noted that the positions for election at the Conference in Luxembourg in 2018 would be RVP CAR/West and RVP SAM/North. 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 that he had just been to China at the invitation of CHALPA to present the pilot situation in Brazil. Brazil were in the unusual situation of having too many pilots and not enough companies and so many pilots were going to China for jobs as they need many pilots at the moment. The presentation that had been made in China was very well accepted. **18REG058**

He had visited Colombia to try and support ACDAC during their strike. The Region expressed disappointment at the apparent lack of support that had been shown by IFALPA. ACDAC had asked for financial assistance from IFALPA which had not been given although a letter asking MAs to contribute had been published.

It was noted that IFALPA had published a statement of support to the Ryanair pilots but not to the Colombian pilots, also there had been social media activity in support of Ryanair but not the Colombia pilots. The Region felt that their issues were being ignored by IFALPA and that they were being treated differently to other pilots in the world. The Senior Technical Officer explained that this was not the case and the lack of a statement was likely to be unintentional and an oversight.

It was noted that this serious situation had the potential to be replicated across the Region, endangering all the pilot unions. The Senior Technical Officer undertook to contact the IFALPA President and work to get a statement of support released as quickly as possible. In addition, the PGA Officer would ensure that any future letters requesting Mutual Assistance to an Association would include a sentence asking MAs to send individual letters of support to affected MA.

**SENIOR
TECHNICAL
OFFICER**

PGA OFFICER

4.2 **RVP CAR/East** - Captain Chris Witt, presented his report highlighting that the Region still faced many issues, but that the recent meeting they had held in Jamaica had helped to bring them together and hopefully this mutual cooperation and support would continue. He informed the meeting that the CAR Region had asked to be included in the NAM Region. This decision was not against the SAM Region but many of the issues they faced had more relevance to the NAM Region than the SAM Region. In addition, this would correctly align them with the ICAO structure where the NAM and CAR Regions were under the responsibility of the ICAO Regional Office in Mexico City. This request will be submitted to Conference for a final decision.

4.3 **RVP CAR/West** - Captain Alfonso Sierra Candela was unable to attend the meeting but his report was presented. It was noted that he was still trying to encourage Costa Rica to become members of IFALPA but that communication was often intermittent. He had also tried to organise the pilots within Cuba and Guatemala but communication was often difficult.

18REG054

4.4 **RVP SAM/North** - Captain Diana Martinez, was unable to attend the meeting due to the serious situation in Colombia. Her report was presented and further details of strike were given. It was noted that the pilots had been on strike for 54 days but that the Supreme Court were considering the strike illegal. The ruling was given on the 29th November and they ruled the strike illegal which has very serious consequences for ACDAC.

It was also noted that this ruling could impact on the Region as a whole as other companies in other States may now look to take similar action which would be detrimental to all the pilot unions.

4.5 **RVP SAM/South** – Captain Daniel Bianco was unable to attend the meeting but his report was presented and it was noted that his essential work in APLA had taken more time than expected but that he would be more proactive in the coming year.

5. Technical Issues Affecting the CAR/SAM Region

5.1 Report from PA RAST 27

5.2 Report from 8th Pan American Aviation Safety Meeting

5.3 Reports from PA RAST meetings.

**17REG107
18REG005
18REG061/062/
063**

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.

5.4 Professional issues affecting IFALPA

Report from CLAC. This report was discussed and the Region agreed that further representation at the CLAC meetings was necessary. At present the representation was from APLA and it was suggested that the notification of the meetings should reach a wider distribution and Brazil, in particular, would be interested in attending some of the meetings. RVP SAM/South would be asked to send the notification of the meetings to the Senior Technical Officer who would ensure a wider distribution

18REG066
RVP
SAM/SOUTH
SENIOR
TECHNICAL
OFFICER

The Professional and Government issues affecting the Region were also covered in the MA updates. It was noted that there was still a great deal of work needed to assist the MAs in working with their authorities and companies to improve the working conditions for their 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. It was requested that future editions of the Annex would include the guide to what the subsections meant and make reference to relevant ICAO Annex where appropriate.

18REG017

SENIOR
TECHNICAL
OFFICER

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

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

Antigua

VC Bird – Delete entry/

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. No changes.

Haiti

Port au Prince – Remains Deficient. Delete remarks.

Jamaica

Kingston- Remains Deficient. No changes.

Montego Bay - Remains Deficient. No changes.

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

Guatemala – Remains Deficient. No changes.

Honduras,

San Pedro Sula – Remains Deficient. No changes.

Mexico

Aguascalientes Bajio (León) & Monterrey – **SECURITY** – Remains the same no changes.

Mexico City International – Remains Deficient. Delete AGA (2), AGA (4) and Remarks. Remove safety bulletin re the new Mexico airport from the website.

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. Suggested editorial changes:

There have been ~~numerous~~ occasions where prohibited substances have been inserted into luggage or concealed in aircraft without the passengers and Flight Crew knowledge. ~~One such example has resulted in two airline pilots being held in custody for over 11 months without trial.~~

It is evident that the Dominican Republic is unable to demonstrate a sufficient level of security in accordance with international standards.

Ecuador

Quito/Mariscal Sucre - Remains Special Category.

Peru

Pisco: - Remains Deficient. No changes.

Venezuela –

Maiquetia/Simon Bolivar – Remains Deficient, add “surface: to AGA (1) (7). Add NAVAIDS (1) ILS Localizer unstable and add to remarks: Caution high terrain to the south of the airport.

Maracaibo/La Chinita – Remains Critically Deficient. Editorial changes: Add AGA (1) (5) No Taxiway & Runway signage.

Argentina

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

Buenos Aires/Aeroparque J. Newbery – Remains Deficient, Several changes to the individual deficiencies.

Buenos Aires/Ezeiza Ministro Pistarini - Remains Deficient. Several changes to the existing deficiencies.

Cordoba/Ing. Aer. A.L.V. Taravella - Remains Deficient. Several changes to existing deficiencies.

Mendoza/El Plumerillo - Remains Deficient. No changes

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 Deficient

Add Aeropuerto Corrientes (SARC) – Deficient, AGA (6), NAVAIDS (1) (2) (5) (6)

Add Aeropuerto Internacional Comodoro Rivadavia (SAVC) – Deficient, AGA (1) (2) (4), AGA (1) (3) (4), RAC (3), MET (1).

Add Aeropuerto Internacional Neuquen (SAZN) – Deficient, AGA (1) AGA (5), RAC (2), NAVAIDS (1) (3).

Add Aeropuerto Internacional de Rosario (SAAR) – Deficient, AGA (1) (4) (7), AGA (5), AGA (6), RAC (2), MET (5).

Add Aeropuerto Internacional de Salta (SASA) – Deficient, AGA (10), AGA (5), AGA (6), and RAC (2).

Add Aeropuerto de San Juan (SANU) – Deficient, AGA (1) (3) (4), AGA (5), AGA (6), MET (1).

Add Aeropuerto de la Rioja (SANL) – Deficient, AGA (3)

Add Aeropuerto de Parana (SAAP) – Deficient, AGA (1) (3) (7)

Add Aeropuerto de Santa Rosa (SAZR) – Deficient, AGA (1) (3) (4)

Add Aeropuerto de Santa Rosa (SAZR) – Deficient, AGA (1) (3), AGA (6), COM (1)

Add Aeropuerto de Santa Fe (SAAV) – Deficient, AGA (1) (3) (4).

Add Aeropuerto de Viedma (SAVV) – Deficient, NAVAIDS (2) (3)

Add Aeropuerto de San Luis (SAOU) – Deficient, AGA (1) (3).

Add Aeropuerto de Esquel (SAVE) – Deficient MET (1)

Add Aeropuerto de Rio Gallegos (SAWG) – Deficient AGA (1) (3)

Add Aeropuerto Santiago del Estero (SANE) – Deficient AGA (1) (3)

Brazil

Belem/Val de Cans Remains Deficient. Amend AGA (1) to read Landings and take-offs are not recommended when there is moderate and heavy rain.

Add AGA (1) ATM (2) Risk of Runway Incursion and Collision on the Intersection Point Between RWY 06/24 and 02/20 (mixed operations, light aircraft usually use 02/20) **Add** AGA (6) Visual Docking System Unreliable, especially Positions 01 and 06.

Add ATM (2) Light Aircraft operating in the terminal area without radio contact.

Brasilia/Juscelino Kubitschek Remains Deficient. **Add** AGA (3) COM (7) PAPI 29L depicted on Jeppesen Chart on the Left, however, it is physically located on the Right side. **Add** Remarks: RESA construction scheduled to start in December 2017 on RWY 29R and 29L.

Two different Holding Points for RWY 29R, one when operating CAT I, the other for NPA approach.

Campinas/Viracopos Kubitschek Remains Deficient. **Delete** ATM (3). **Add** to Remarks: 3. Private Administrator has given up its commitment in managing the airport. 4. Due to Operational Requirements it is necessary to execute STAR AND SID in SAO PAULO Terminal Area, The RNAV 5 Routes, leaving or arriving from SBKP, will be reserved exclusively to Aircraft Certified for RNAV1 or RNP1 Operations. 5. Black Hole RWY 15 and RWY 33 Approach.

Curitiba/Afonso Pena Remains Deficient. No changes.

Florianopolis/Hercilio Luz Remains Deficient. **Add** to MET (3) Especially South Sector Winds. **Add** to Remarks. 3. Caution high terrain in mountaneous region.

Fortaleza/Pinto Martins Remains Deficient. **Add** to Remarks:

Possibility of strong winds on Approach. Risk of CFIT (high terrain). Green Laser Beam on Final Approach.

Foz Do Iguacu/Cataratas Remains Deficient. **Add** to ATM (3) "but not calibrated for displaced threshold."

Manaus/Eduardo Gomes Remains Deficient. **Add** AGA (6) Most of Parking Spots are under Maintenance and therefore, not available for Parking. **Add** NAVAIDS (1) ILS RWY 11 Unserviceable (NOTAMed). ILS Glidepath does not match the VASIS angle - needs recalibrating. **Add** MET (3) Thunderstorms occur frequently, especially on hot afternoons. Note: Runway ID has changed to 11/29.

Porto Alegre/Salgado Filho Remains Deficient. **Add** AGA (5) Taxiway D limited up to 36 Meters Wingspan. **Add** ATM (2) It is possible to confuse an avenue situated outside the airport but adjacent to Runway 11 (0.5nm right of the runway).

Recife/Gilberto Freyre. Remains Deficient. No changes.

Rio de Janeiro Remains Deficient. **Delete** AGA (5) (6) (7). **Add** AGA (1) RWY 10 Slippery when wet. **Add** to Remarks: Risk of CFIT due to high terrain. New radio frequency for Apron Control.

Salvador/ Deputado Luis Eduardo Magalhães: Remains Deficient. No changes.

São Gonçalo do Amarante/Gov. Aluizio Alves:. Remains Deficient. **Add** to Remarks: Intense Military Training due to nearby base (SBNT).

São Paulo/Guarulhos Remains Deficient. **Delete** Remarks 2. **Add** to Remarks: Risk of Windshear. Risk of CFIT due to Serra Da Cantareira. Caution possible Wake Turbulence when there are A380 operations. When approaching RWY 27R do not confuse TWY B and A with the RWY.

All Brazil FIRs Remains Deficient. No changes.

Brazilian Airspace: Remains Critically Deficient. Editorial changes Add Recent events with DRONES in Sao Paulo airspace have halted all approach, takeoff and landing operations, causing aircrafts to divert to their alternates causing air traffic delays in the airspace.

Chile –

Calama / El Loa – Delete entry

Paraguay

Asuncion - Remains Deficient. No changes.

Uruguay

Montevideo Cesareo Berisio – Remains Deficient – **Delete** NAVAIDS (1).

Punta del Este/Capitan C/C Curbelo - Remains Deficient. No changes

Angel Adami (Mellila) – Remains Deficient. No changes.

Santa Bernardina Int'l – Remains Deficient. Delete NAVAIDS (1).

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**

In addition, Working papers incorporating these deficiencies should be presented at the relevant ICAO Regional meetings.

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 EVP CAR/SAM presented a revised Matrix which had been updated in presentation and resembled the Asia/Pacific Matrix. The Matrix is located in the Members Area under the CAR/SAM Region and Member Associations are requested to complete the Matrix as soon as practicable. The RVPs are requested to assist the MAs in their part of the Region to complete this. 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 can also be sent to the Senior Technical Officer who will update the Matrix. **CAR/SAM MAS
CAR/SAM RVPs
SNR TECH
OFFICER**

8. **UPDATE FROM MEMBER ASSOCIATIONS**

8.1 **UPDATE FROM ARGENTINA**

The report from Argentina was presented and it was noted that the change in government has given support to the Open Skies agreement which gives authorisation to foreign operators and has consequences for the National airline. Permission has already been granted to AVIANCA who will soon start regular operations in Argentina. APLA has unionized all of their pilots and is now negotiating their collective agreement. FB, a low cost carrier, is believed to start their operations in the near future and APLA is now negotiating the collective agreement with the Company. Norwegian is also looking to operate in Argentina they are already registered and if the permission is granted the aircraft will be registered in Argentina (LV-) with Argentine crew members. **18REG053**

8.2 UPDATE FROM BRAZIL

18REG055

Brazil presented their report. They gave more details on the presentation made in China explaining that in addition to having many pilots in Brazil their numbers in SNA had increased from 632 members in 2013 to 8,264 in 2017. These members are airline pilots and they do not represent the many light aircraft and charter pilots in the country. There has been a recent change in the law which states the remunerated function of the crew members on board an aircraft must, necessarily, be formalized by means of a work contract signed directly with the aircraft operator. There are also changes increasing the number of days off that everyone must have. This is good news and paves the way for FRMS to be developed. It will also be that the Companies will need to hire more pilots. There is also a change in the law where all workers have one day's pay a year for the Unions. This will stop as of next year and it is expected that many of the Unions will cease to exist. SNA are preparing for this and will reduce their staff and offices but they are confident they will survive. The CLA system in Brazil was explained whereby the government have a "master" CLA which is the minimum requirement. Other CLA's can be negotiated by they can only be better than the master CLA.

8.3 UPDATE FROM CAR/EAST

JAMI

RVP CAR/East updated the meeting on all the MAs in his part of the Region:

Antigua – They are facing a difficult situation where several of the female pilots are being discriminated against. All of their Executive Committee except the President have resigned, it appears there is little confidence in the Association President and it was suggested that LI- ALPA seek advice as to how to resolve this situation.

Bahamas – The Association has recently signed a new agreement and at present the Association has few issues.

Cayman – Unlike previous years Cayman are now facing financial difficulties. There have been problems with a dry lease aircraft that lost an engine which is proving difficult to repair and find a temporary replacement. Some of the pilots there are dissatisfied with the working conditions and are looking to move to the Middle East. There is also talk of furlough which also causes tension amongst the pilots. There are no satisfactory maintenance facilities in Cayman which is making life difficult. There is a merger taking place and there were discussions during the meeting concerning how to deal with the seniority list. Brazil offered to share their experience with Cayman and Cayman were also advised to contact PGA for other examples of how to successfully achieve this.

Jamaica – The recent meeting in Jamaica has shown how the Association has re-established itself and there is now good cooperation between Jamaica and Trinidad and Tobago. This is essential as both Associations operate with Caribbean Airlines but have to follow the different laws in each country, this has meant in the past that Jamaica has had a bad deal. It is hoped that the pilots from Fly Jamaica will soon join the Association which again will help them move forward.

Trinidad and Tobago – As with the Bahamas they are doing quite well, they have a new CEO and a new Human Resources Manager and seem to be well organised.

8.4 UPDATE FROM MEXICO

18REG064

The report from Mexico was presented and it was noted that there may issues with the elections next year. There was an update concerning the non-unionized pilots and an update concerning ASPA. It was reported that there is now an increase in the number of RNP Procedures being introduced in the country but there are still issues with some of the STARs where the ILS procedure and the RNP Procedure use the same waypoints which can cause confusion. There was also a question concerning an approach to Mexico City where intercepting the localizer had been experienced. It was suggested that although the procedure allowed the turn at 180kts it was better to use 160 kts and this should ensure interception with the localizer.

8.5 UPDATE FROM PANAMA

Panama gave an update explaining that currently the country is being ruled by the people from the airline who are the same people in the government. This makes it difficult to introduce anything that the airline is not happy with such as FTL. The pilots have approached the authorities to introduce a science based FTL but they have not been successful so far as COPA really do not want to change anything. There was a long discussion as to how the pilots could make the studies and provide the data. Once they had this, they should try again and if all the work has been done and the suggested proven by data it was likely they would have better success. SNA offered to share how they had achieved their scheme and the Senior Technical Officer would put them in touch with other MAs who had undertaken this work.

**BRAZIL
SENIOR
TECHNICAL
OFFICER**

The Association ad recently completed negotiations with the company which had been hard, but it was a not a bad deal in the end. However, some of the pilots were not happy with it and are looking to leave and go to China and the Middle East.

They reported that they had deficiencies at the airport concerning markings and great difficulties with the bird migration which directly cut across Panama. UNPAC were asked to send all the details concerning the deficiencies for entry into Annex 29. The Senior Technical Officer will also contact the AGE Chairman to help with the wildlife hazard. In addition, it was noted Panama do not have a Runway Safety Team, ICAO Montreal will be informed of this and UNPAC were asked to start preparing to participate in it.

**SENIOR
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OFFICER**

8.7. UPDATE FROM URUGUAY

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He report from Uruguay was presented and Captain Oscar Fernandez Giordano, the President of ACIPLA was commended on how he had continued to fight to have an airline in Uruguay despite many setbacks. He is an wonderful example to everyone could have easily given up but has continued to work with the authorities and airlines to ensure the younger pilots in the country have an airline to operate with.

9. Presentations

Eduardo Chacin from the ICAO Regional Office in Mexico made several presentations during the meeting on the current and future projects related to aviation safety and air navigation in the Region and on the Next Generation of Aviation Professionals from a pilot perspective. The presentations can be found in the Members Area under the CAR/SAM Meeting for 2017. In addition, he explained how ICAO dealt with the many reported deficiencies in both the CAR and the SAM Region and has provided a link for members to look at this in more detail:

https://www.icao.int/GREPECAS/Documents/Pres_En.pdf

10. HOT TOPICS

- 10.1 The list of hot topics was reviewed and it was agreed to take action on some of the items to try and move forward with them: **CAR/SAM MAS**

Labour Conditions; it was agreed that all the MAs in the Region need to continue to work on improving their Labour conditions and where possible work together and help each other.

CLAC - Free Registration and License Migration, Open Skies, Airlines Ownership and Control; it was agreed that RVP SAM/South would provide the information of the meetings so that more participation could be achieved.

FTL and FRMS; it was agreed that individual MAs need to continue to work on their schemes and seek advice where necessary.

Problematic Substance Testing; MAs were asked to forward any issues with this testing.

Balloons over Brazil; it was agreed that Brazilian Airspace would remain Critically Deficient and the issue would be raised via a working paper at the relevant ICAO meeting.

TNA Global Inter Alliance; it was agreed that the Region should produce a paper for the next PGA meeting highlighting the issues faced by the Region.

Airline Productivity Policies; it was agreed that any airline economic incentives which compromise safety should be forwarded.

11. DATE AND VENUE OF THE REGIONAL MEETINGS 2018

- 11.1 The next CAR/SAM Regional Meeting will take place during the IFALPA Annual Conference in Luxembourg, 15-18 March 2018. 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 to host the Regional Meeting for 2018 in Panama 6-8 November 2018. 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 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. He thanked ASPA de Mexico for their generous hosting and for making the arrangements particularly as they were facing serious issues inside their own Association. The Senior Technical Officer was also thanked for her continued work in the preparation of the meeting and her continued support in the Region.