

IBAC Technical Report Summary

Subject: IATA's CFIT/ALAR Action Group (CAAG)

Meeting: CAAG Meeting

IBAC File: IATA - CAAG

Reported by: Adalberto Febeliano

Summary

IATA has arranged for the CAAG Meeting to take place immediately after the GREPECAS Aviation Safety Board (ASB) Meeting, to benefit from the fact that ICAO officers would be present. The main objective of the meeting was to present the ALAR Toolkit, developed by Flight Safety Foundation, which was conceived to help airlines developing their own ALAR programs. Among the issues discussed are of special interest to Business Aviation the following:

- a) As one of the regions with the largest rate of accidents per hours flown, the Caribbean and South American countries are ideal targets for Accidents Reduction Programs, since the measurable benefit will be larger there;
- b) The higher accident rates are not, however, evenly distributed among the countries, and some of them present a very good performance with that respect, as is the case of Brazil which has an accident rate better than Europe;
- c) The ALAR Toolkit is a very well designed and useful tool, allowing airlines and flight departments to adapt concepts, texts and visual aids to their specific needs; and
- d) The video accompanying the Toolkit is both very well done and very concise in transmitting extremely important concepts that will certainly help avoiding Approach and Landing Accidents.

Implications for Business Aviation

Albeit the meeting was directed mainly towards Caribbean and South American countries, the ALAR Toolkit was not designed specifically for them, and will be available for every corporate operator interested in improving safety.

The professionals involved in the program design are highly skilled, and parts of it will certainly be included in the aircraft manufacturer's training programs.

Because parts of the ALAR Toolkit are expected to be adapted also for the training programs of air traffic controllers, in the long term overall safety of operations will benefit.

Decisions Required

Recommendation: That the POC continue monitoring IATA's activities and, when convenient, send a representative to their meetings.

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Meeting: CAAG Meeting

Place and Date: Miami, 29th and 30th of November 2000

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1. Introduction

CAAG is chaired by Mr. Paul Woodburn, and from the comments and references to past meetings it seemed to be a very productive action group within IATA.

The fact that their meeting was immediately after GREPECAS ASB, and a preface to the PAAST (Pan-American Aviation Safety Team) Meeting held one day after, justified IBAC's presence in such forum.

When CAAG decided to develop the ALAR (Approach-and-Landing Accident Reduction) Toolkit they had clearly in mind that there are very different cultures and behaviors around the globe, therefore the kit presents general guidelines and principles, based on statistics, scientific data and real life experience, that can be adapted by aircraft operators as they deem necessary.

The kit has been developed by Flight Safety Foundation, and is strongly anchored in a very well done video, called "It is OK to Go Around", that will certainly be the backbone of any training program developed out of it.

2. The Meeting

In addition to IATA and Flight Safety Foundation personnel there were representatives of airline organizations, a few ICAO officers, representatives from aircraft manufacturers and representatives from IFALPA, IFATCA and IBAC.

As the CAAG is a continuously working group the meeting was one in a series, and several issues discussed stemmed from the previous ones, what makes following all matters a more difficult task.

The main objectives of this meeting were to present to the CAAG members the status of the Toolkit (which is in its almost-final version, depending on small changes in the format of recording the data on the CD ROMs), to review the ALAR activities that are part of the PAAST and to review the methodology to be used for "Training the Trainers".

3. Discussions

Several features of the ALAR Toolkit were presented, but because it was not in its final and definitive version no copy was yet released to participants.

Approach and landing is statistically the most likely phase for an accident to happen in any flight, and therefore the area where more gains of flight safety programs can be expected.

Furthermore, Latin America is a region comparatively more prone to CFIT accidents, due to the mountainous terrain surrounding some of its major cities, lack of adequate nav aids and comparatively poor English language capabilities of air traffic controllers.

Since the majority of approach and landing accidents happens during non-precision approaches, and since these are the majority of IFR approaches in the Caribbean and South American countries, it makes sense to involve PAAST more deeply in the CAAG.

The language barrier, on the other hand, commands the need for translating the Toolkit (specially the video) in order to make it more useful for the aircraft operators, and many discussions have derived from that need.

Flight Safety Foundation has strongly opposed the possibility of delivering the material in editable format, for copyright matters. The CD ROMs will, therefore, be locked and non-changeable.

Operators will be allowed to make free use of the material, but it will have to be at least scanned to be input to presentation softwares, when not digitized again.

4. Conclusions

The ALAR Toolkit is an extremely well designed tool that will help aircraft operators throughout the world reduce their risk of CFIT and approach and landing accidents.

Due to its peculiar environment, the Caribbean and South American countries are fertile grounds for seeding similar initiatives, and the PAAST can be a very effective means of disseminating that information for airlines in the region.

The promotion of such material among Business Aviation operators, however, will depend largely on IBAC's members, the national business aviation associations.

It is ABAG's intention to use its influence with the Brazilian Civil Aviation Authorities to develop a program whereby all general aviation pilots will have the opportunity to watch the video, probably during their annual re-check. Similar initiatives would certainly be welcome also in other regions of the world.

IBAC's regular participation in the CAAG, however, should be studied in more detail, since the costs involved can be high.

Needless to say that, regardless of the remark above, every time an IBAC representative can be around, for one reason or the other, his presence in such meetings will certainly be useful.

5. Needed Actions

The POC must perform a cost-benefit analysis prior to committing to regularly participating within CAAG.

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