

IBAC Technical Report Summary

Subject: IATA's Pan-American Aviation Safety Team (PAAST)

Meeting: 1st PAAST General Meeting

IBAC File: IATA - PAAST

Reported by: Adalberto Febeliano

Summary

PAAST (Pan-American Aviation Safety Team) is an airline pilots work group that has the objective of reducing the accident rates in the ICAO Latin America and Caribbean Statistical Region. Working under IATA's sponsorship, its founding meeting was held on the day following GREPECAS meeting in Rio de Janeiro, last August. Because PAAST members feel that cultural factors will play a major role in the region's aviation safety programs, it has been their goal to involve as many organizations as possible in their initiative. Among the issues discussed are of special interest to Business Aviation the following:

- a) Cultural factors lead pilots in the region to "land at any cost", and a series of accidents and incidents derive from that;
- b) Although overall regional accident rate are 3.4 hull-loss accidents per million departures for South America, and 4.3 hull-loss accidents per million departures for Latin America and Caribbean, some countries in the region show much better results;
- c) Brazil, for instance, has had rates of 0.85 in 1995, 0.88 in 1996, 0.82 in 1997 and zero in 1998 and 1999, although departures have increased 15.2% from 1997 to 1998; and
- d) Nevertheless, the region geography (with large mountain ranges), low average radar coverage and sometimes poor English-speaking capabilities of controllers always pose special threats to aircraft operators.

Implications for Business Aviation

PAAST activities may increase dramatically the safety levels for operating in South America and the Caribbean, and IBAC must pay close attention to their initiatives and assist their efforts whenever possible.

Enhanced training for pilot and air traffic controllers are among the highest priority tasks PAAST intends to carry out, and the involvement of government authorities and other segments of the air transport Industry is more than welcome.

Decisions Required

Recommendation: That the POC continue monitoring PAAST activities and, whenever possible, send a representative to their meetings.

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Place and Date: Miami, 1st of December 2000

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1. Introduction

PAAST is co-chaired by Capt. Marcos "Rocky" Rocha, from TAM, and by Capt. Luis Garcia, from IFALPA.

Their strategy seems to be arranging meetings around GREPECAS activities, certainly aiming at gaining more active participation from both ICAO regional offices in their initiatives. Set as the last activity in a week where there have happened the first GREPECAS Aviation Safety Board meeting and another meeting of ICAO's CAAG (CFIT / ALAR Action Group), IBAC's presence within PAAST was conducted according to an invitation made by Mr. Al Castan, IATA's Director of Operations & Infrastructure for Latin America and the Caribbean.

2. The Meeting

As the first general meeting of the team the main objectives were to establish the official membership list (including alternates), discuss the concept of having a steering team, selecting its members and discussing what they called the "team SOP" (after Standard Operating Procedures).

The list of members brings 37 names: 9 from airlines, 5 from aircraft manufacturers, 3 from the US Government, 4 from Flight Safety Foundation, 5 from ICAO, 4 from IATA and 7 from non-governmental organizations.

Short in scope and duration, the general meeting has validated the structure initially set up, including a steering team. It has been emphasized the need to coordinate the proposals from members prior to the meetings, through electronic means, followed by prioritization from the team.

GREPECAS Aviation Safety Board missions to Georgetown ACC and to Guatemala International Airport were presented, for the majority of participants that were not present at ASB/1.

3. Discussions

There was consensus on the need for a steering team, which is easier to convene whenever needed. IBAC didn't volunteer to be part of that team, what may be granted in the future if PAAST activities prove to demand more active participation or higher involvement from Business Aviation.

The team SOP calls for proposals from the members to be presented in advance by electronic means. The proposals will be reviewed by the steering team to establish fit to PAAST safety program, to evaluate its safety impact and to decide on its adoption, rejection or deferment.

Prioritizing is the next step, using the methodology described on Annex 1, followed by project ownership and timeline definition, alongside with strategy identification and needed resources evaluation.

The process ends with proper documentation of actions taken.

Since not all members had the opportunity to participate in the GREPECAS ASB meeting, the heads of the ICAO Lima Office and of the ICAO Mexico office have made a brief presentation on the Technical Missions planned for Georgetown ACC, in Guyana, and Guatemala City International Airport, in Guatemala (more details may be found in the GREPECAS ASB Meeting Technical Report).

The meeting ended with a review of initial plans for implementation of the ALAR Toolkit in the regions, with identification of regional owners.

4. Conclusions

PAAST is a very interesting initiative from Latin American airline pilots, fully backed by IATA.

Showing a poor performance as far accident rates are concerned, airlines in the region are realizing how important are investments in flight safety and training.

The strategy of involving ICAO and government officers within PAAST is certainly beneficial to the team, because government regulation in the region is yet too stringent and, at the same time, poorly effective.

Frequent exchange of information between operators, IATA, ICAO, government officers and other associations is one of the best ways in the quest for a safer environment.

IBAC's regular participation in the PAAST, however, must be subject to the availability of resources and to a careful coordination between IBAC's Directorate and representative in the PAAST, regarding the IBAC x IATA relationship.

5. Needed Actions

The POC must discuss the suitability of regularly participating in PAAST meetings, which may certainly become very important for fostering air safety in South America and the Caribbean.

The POC must also develop guidelines for the expected relationship between IBAC and IATA.

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