

IBAC Technical Report Summary

Subject: Pan-American Aviation Safety Team (PAAST)
Meeting: 3rd PAAST Executive / Steering Team Meeting
IBAC File: Safety
Reported by: Adalberto Febeliano

Summary

PAAST (Pan-American Aviation Safety Team) is an IATA work group with the objective of reducing accident rates in the Latin America and Caribbean Regions.

The group has started their prevention efforts with pilot training, using Flight Safety Foundation's ALAR Toolkit (Approach and Landing Accidents Reduction), which has reached thousands of airline pilots in all Latin America.

As the ALAR program is reaching its original objectives, PAAST will tackle two new ones: the Airline Safety Self Evaluation Checklist and the Runaway Incursion Training Aid, the latter produced in conjunction with FAA's efforts in the area.

Further information on other programs such as CAST and JSSI has also been made available, and the work program for 2002 has been defined.

Implications for Business Aviation

PAAST keeps on requesting IBAC's support to reach General Aviation operators, since as an IATA effort they have access mainly to airlines.

The objective to reduce accident rates in South America and the Caribbean, apart from its intrinsic value, may reduce insurance premiums for operators and stimulate overall market activities, including for Business Aviation.

PAAST's new initiative regarding Runaway Incursion will certainly be welcome by General Aviation operators, whilst the Self Evaluation Checklist may prove to be an interesting add-on to IS-BAO efforts.

IBAC must keep paying 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: Mexico City, 16th and 17th of January 2002

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1. Introduction

PAAST is expected to meet twice a year, but the aftermath of 11th of September has precluded the group from meeting by the end of the year, as originally planned.

The meeting in Mexico has been run on a fairly short notice, and it was targeted at the Executive and Steering Teams.

Its main objectives were to review PAAST activities in 2001, to present the Airline Safety Self Evaluation Checklist, to introduce the Runaway Incursion Training Aid, to review GREPECAS's Air Safety Board conclusions stemmed from their 3rd Meeting in the Canary Islands and to plan this year's activities.

2. The Meeting

Both Co-Chairmen, Marcos Rocha and Luis Garcia, were absent in the first day.

Al Castan, IATA's Regional Director for Latin America, has headed the meeting and presented the very good results the use of the ALAR Toolkit has had in Latin America, with more than 8,500 airline pilots trained.

The meeting followed with the presentation of the Airline Safety Self Evaluation Checklist, a very interesting work prepared by Capt. Eduardo Dueri, Safety Director of AITAL, the Latin American airlines association.

The Runaway Incursion Training Aid, prepared by IATA in conjunction with FAA's efforts in the area, was the next agenda item, followed by Raymond Ybarra's presentation on GREPECAS's Air Safety Board conclusions that will require actions from the PAAST group.

Kyle Olsen, FAA's Continued Safet Manager, has then presented the status of works in the CAST (Commercial Aviation Safety Team) and JSSI (Joint Safety Strategy Initiative) groups, which despite being strongly oriented towards commercial aviation may give useful inputs on how to increase safety levels within General Aviation as well.

Capt. Luis Garcia was present in the second day, when it has been discussed how to use PAAST to stimulate the adoption of LOSA (Line Operations Safety Audit) and FOQA (Flight Operational Quality Assurance) concepts by Latin American airlines.

The last agenda item was this year's planned activities, which will include the establishment of an electronic discussion group, the design of a web page and two more meetings, one planned for the 16th and 17th of May, in Miami, and the other in the second half of October. The former will convene all PAAST Action Team Leaders, alongside with the Executive and Steering Teams.

3. Discussions

The ALAR Toolkit proved to be a very useful start for PAAST. The comprehensive material gathered and organized by Flight Safety Foundation were very attractive to airline's safety officers, since in only one CD-ROM they've been able to obtain statistics, presentations and briefing notes that made planning and implementation of training courses an easier task.

More than 8,500 airline pilots have been trained throughout Latin America, and at least in Brazil Civil Aviation Authorities intend to use that material in workshops and seminars directed towards General Aviation operators.

The Airline Safety Self Evaluation Checklist is a very interesting material prepared by Capt. Eduardo, which can certainly be adapted by Business Aviation operators for a self-evaluation of their own safety procedures. It may have an interesting synergy with the use of IS-BAO certification, since they may reinforce each other's assessments.

As far as GREPECAS's Air Safety Board Conclusions are concerned, there is little that may require IBAC's actions. Those items where PAAST assistance has been requested will almost surely be dealt primarily by IATA and its members, and even when financial resources are at stake (such as in aiding some Caribbean countries in re-painting runway marks) it is IATA which will conduct the assistance.

It is worthwhile to note, however, that there are two "systemic" deficiencies in the area where there is very little that can be made on a short term basis. The first is the lack of proficiency in the English language by air traffic controllers, and the second is the lack of RVR measuring devices in several countries, which argue that the investment will never be paid out since weather conditions in the region rarely demand their use. The former will be dealt with by IATA writing a letter to States calling their attention for the importance of training their personnel and the latter by studying the feasibility of using special procedures instead of purchasing equipment.

The Runaway Incursion Training Aid is a very simple, yet effective, piece of informational package. Comprised of 5 modules, it reinforces the importance of avoiding runaway incursions, while calling for more attention from operators since the ever-increasing traffic tends naturally to lead to more incidents and accidents of that type.

As far as PAAST involvement in stimulating the use of LOSA and FOQA among Latin America airlines, the Executive Team has decided that prior to performing any specific action it is worthwhile to hear from industry experts how to leverage upon PAAST's access to airlines in the region.

The plan for this year's activities calls for more meetings than possibly IBAC can participate.

IBAC's presence this time had another parallel objective, which was to strengthen the relationship with ICAO's North American and Caribbean Regional Office head, Mr. Raymond Ybarra, which was more important after IBAC has failed to be present at last year's GREPECAS meeting in the Canary Islands.

4. Conclusions

PAAST continues to be a very interesting activity for Latin American pilots, which may gain more and more momentum as their initiatives prove to be successful.

Having ICAO officers within PAAST continues to be beneficial to the team, and at the same time has been giving to IBAC the opportunity to reassure how committed the Council is to assisting ICAO's initiatives in all possible areas.

Although the main tools that have been dealt with by PAAST have been designed by airline personnel for airlines, they may certainly be adapted for use within the Business Aviation Community.

As previously stated, however, IBAC's regular participation in the PAAST 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 continuously analyze the suitability of regularly participating in PAAST meetings, carefully considering the investments needed and the potential benefits.

The POC must also monitor closely the relationship between IBAC and IATA, and hence provide guidance for the involvement within PAAST activities.

Prepared by:

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