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17PGA024
21 June 2016

To: Executive Board
All Member Associations
PGA Committee Members

Dear Colleagues

**REPORT OF THE IFALPA PROFESSIONAL & GOVERNMENT AFFAIRS (PGA)
COMMITTEE MEETING
FRANKFURT, GERMANY, 7-9 JUNE 2016**

Attached is the report of the above meeting. It contains a summary of the discussions and recommendations made. All papers presented at the meeting are available on the IFALPA Members Area or through the Secretariat on request.

The Committee would especially like to thank Vereinigung Cockpit for their generous hosting of this meeting.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Sebastian Currás Barrios'. The signature is stylized and written in a cursive-like font.

Sebastian Currás Barrios
Professional and Government Affairs Officer

Attachment 1 – Attendance List

Attachment 2 – Agenda

Attachment 3 – Minutes of Meeting

Attachment 4 – Checklist of Actions

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AGENDA

1.	Welcome by IFALPA and Chairman's Report of Last Meeting (16PGA046)
2.	Meeting Structure
3.	Introduction to the Air Transport Regulator Panel (ATRP)
4.	Presentation of liberalization results
5.	Future of the MASA in ATRP
6.	Collective interest, desired outcome
7.	IFALPA Position
8.	Administration and support of ATRP
9.	Strategy going forward, advocacy
10.	Election of Vice Chairman
11.	Announcements
12.	Industrial updates Discussion Paper on IFALPA TNA Policy
13.	Europeans for Fair Competition (E4FC)
14.	Other Business
15.	Date and venue of next meeting

REPORT OF THE MEETING

1. Opening Remarks

- 1.1 Captain René Joziasse, the Professional & Government Affairs (PGA) Committee Chairman, welcomed all Members and Alliance representatives to Frankfurt, and thanked them for their attendance. He thanked Vereinigung Cockpit for hosting the meeting. He also thanked and asked for a round of applause to Captain Ron Abel for having chaired the Committee during his last period.

The Chairman stated that the meeting was historic and that attendance was in fact great, reaching almost 50 representatives from all IFALPA Regions.

Captain Martin Chalk, the IFALPA President, addressed the meeting and thanked VC for hosting the meeting. He asked the Committee members to keep looking forward, not backwards and to find a consensus on that way ahead.

Captain Jack Netskar, the newly elected EVP PGA, stated that the industrial side is being constantly degraded. He also referred to the ATRP as “the mother of all challenges” that will influence and determine our future work which will be structured in Montréal but accomplished inside every Member Association.

This was followed by a Tour de Table and the usual housekeeping announcements. The report of the last meeting was tabled and accepted by the members in attendance

- 1.2 The Chairman reminded the Committee that elections for Vice Chairman were due to take place and asked the Members for permission to hold them on the third day.
- 1.3 Members were also reminded about the IFALPA Negotiation Seminar that would taking place 28th-30th June 2016 in Hong Kong.
- 1.4 Apologies of absence were received and recorded.

2. Meeting Structure

- 2.1 The Chairman explained how the meeting would be structured and presented a PowerPoint for that purpose which can be found at the IFALPA website by clicking on the following link:
http://ifalpa.org/members/download.php?document_id=13845
- 2.2 He stressed the fact that everyone should look ahead into the future. In his presentation he explained the setup as being deliberately structured to slowly build up necessary information for a thorough comprehension of the ATRP process. The presentations will comprise of the history, current situation and ultimately a group discussion will be emphasising on strategy (as in a chess game), highlighting advocacy and focusing on the key players.

- 2.3 He emphasised that all the desires and needs of the participants should be addressed and flexibility would be required in the meeting structure.
- 2.4 It was also remarked that all representatives should actively advocate with **MEMBER** relevant stakeholders, the (enhanced) IFALPA position regarding the **ASSOCIATIONS** ATRP process, as distributed by the Working Group to be.
- 2.5 The final agenda for this meeting was then approved.

3. **Introduction to the Air Transport Regulation Panel (ATRP)**

- 3.1 An introduction to the Air Transport Regulation Panel (ATRP) was given by Captain Ron Abel and Mr. Russ Bailey. The presentation can be accessed at the IFALPA website by clicking on the following link: http://ifalpa.org/members/download.php?document_id=13846
- Mr. Russ Bailey explained that the ATRP resided within ICAO and explained how the Panel actually worked and which stakeholders were involved. Also, how IFALPA got there and where the Federation is now and that there must be a context for discussion to move forward.
- 3.2 It was also stated that IFALPA had been granted the observer status to the ATRP in early 2014, after being previously denied in ATConf/5 in 2003. During that Conference, Flags of convenience (FOC's) were discussed and one of the conclusions achieved was that liberalisation had several implications for labour. Labour should, by then, continue to participate as an important stakeholder for the development of the air transport industry. States should ensure that economic and social impact, including the concerns of labour, be properly addressed. It was interesting to know that until ATConf/5 the Arab countries were led by Saudi Arabia and the influence from the UAE started just from 2006.
- 3.3 Cpt. Ron Abel expanded the presentation by reviewing the IFALPA Role and the participation in ATRP and the Worldwide Transport Conferences since 1994. A brief history of the Multilateral Air Service Agreement (MASA) was also given.
- 3.4 He stated that ATConf/6 was defined by a sharp debate on Fair Competition basically between Europe and the rest of the world
- 3.5 The presentation was followed by several questions from the Members. It was commented that the UAE fiercely opposes the inclusion of any kind of clauses, especially Fair Competition clauses. However, European countries think that the world is not the same today and that there must be a certain minimum level of rules. The USA believes that safeguard provisions need to be included, providing "equal opportunities to compete".
- 3.6 A list containing the ATRP Member States was provided by Cpt. Ron Abel and can be accessed by clicking on the following link: http://ifalpa.org/members/download.php?document_id=13854

4. Presentation of liberalization results

There were presentations concerning regional liberalisation from the Asia/Pacific, Caribbean/South America, Europe, North America and Africa Regions. The International Transport Workers' Federation (ITF) also presented on liberalisation results.

4.1 Asia/Pacific

Cpt. Chris Beebe from Hong Kong ALPA indicated that liberalisation was not a significant topic today in Hong Kong.

However, SFO Dean Fotti on behalf of New Zealand ALPA stated that even though Australia and New Zealand are part of the MALIAT (Multilateral Agreement on the Liberalisation of International Air Transportation, 2001) the Agreement has no real impact in the Region. The Agreement has been signed by the USA, Tonga, Singapore, Samoa, Mongolia, Cook Islands, Chile, Brunei and New Zealand.

He also said that the New Zealand Government welcomed the presence of the Middle East carriers and the constant opening of new routes.

4.2 Caribbean/South America

Representing the CAR/SAM Region pilots, Cpt. Marcelo Ceriotti from SNA Brazil (Sindicato Nacional dos Aeronautas) made a presentation regarding five main topics: Market Access, Ownership & Control, TNAs, Reflagging & Oversight and Pilot Organisation & Social Dumping

Fleet interchange was a common practice throughout all TNAs in the Region (LATAM, AVIANCA & COPA) together with flight crew mixing, mainly at AVIANCA, paving the way to social dumping within the Region. This information was received with much concern by the Committee and some Members indicated that these practices, which were harmful, were spreading within Europe as well.

The Chairman asked if further information could be given on the way Argentina (APLA) had addressed this issue with other Unions and Associations in the Transport sector. APLA is part of the General Transport Workers Confederation that has proven to be effective in Argentina in terms of reaching a higher degree of strength and public impact.

There is also much work being done by FESPLA to organise the pilots in the Region.

The presentation can be accessed on the IFALPA website by clicking on the following link:

http://ifalpa.org/members/download.php?document_id=13837

4.3 Europe

ECA's President Cpt. Dirk Polloczek presented Europe's Regional update on liberalisation which covered Ownership & Control aspects, TNAs, Pilot Organisation and Social Dumping.

It was pointed that today almost 50% of the European aviation market is controlled by Low Cost Carriers, a situation that twenty years ago represented just a 2% of it.

Ownership & Control of an European airline by a non-European entity must be limited to 49%, leaving majority ownership in the hands of Europeans. Etihad and Qatar Airways are clear examples of foreign investment, not only limited to other European airlines (like Alitalia, Niki and IAG), but also in sports clubs like F.C. Barcelona.

Ryanair is the most representative example of a TNA, operating from bases all over Europe and taking advantage from the 28 different labour laws and the lack of European framework for transnational pilot representation as a result.

The presentation can be accessed on the IFALPA website by clicking on the following link:

http://ifalpa.org/members/download.php?document_id=13839

4.4 North America

Cpt. Mike Geer from ALPA-I explained that in the United States there is a maximum foreign capital Ownership of 49% and a maximum 25% regarding voting rights.

Cpt. Brian Shury from ALPA Canada commented that the Canadian government had received recommendations to increase ownership from 49% to a 100% on cargo. Airlines are in agreement with this and see it as the only way to increase their capital.

4.5 Africa

Jacques Lemmer from South African ALPA explained that Ownership & Control regulations are very strict throughout the African continent and that liberalisation has been a very slow and limited process up until now.

4.6 International Transport Federation (ITF)

Gabriel Mocho Rodriguez, the Civil Aviation Secretary of the International Transport Workers' Federation (ITF), thanked IFALPA for inviting the ITF as an observer to the PGA Committee Meeting, and highlighted the collaboration and hard work being done between IFALPA and ITF.

He stated that, aviation workers could not afford to wait for 60 years as the maritime industry did. Civil Aviation matters had to be discussed inside ICAO and not outside it, as was being done in the GATS. He suggested that ICAO had been avoiding the labour discussion for a long time indicating they do not have the expertise in dealing with labour issues.

Helping airport workers (as they did with dockers in the maritime industry) has proven to be very helpful and reliable in ITF's campaign against FOC's.

IFALPA and ITF must ensure that their arguments are not only good but also powerful, putting pressure on Governments and ICAO, using every regulation and resource available. Every time they go to Montréal, Government Officials should feel the pressure of explaining their actions to their Governments back home.

An interesting question was posed as to what CAAs would offer to Airlines in order to continue attract them: more oversight or less oversight?

It was also mentioned that the publication of the Panama Papers had given rise as to how corporations can hide themselves from the authorities.

As an example of this he commented that the former Secretary General of ITF, Mr. David Cockroft sent a 5000 USD cheque to a Panamanian maritime company and in return he received a Captain License.

The ITF's presentation can be accessed in the IFALPA website by clicking on the following link:

http://ifalpa.org/members/download.php?document_id=13857

4.7 Mexico

Cpt. Hilario Castillo-Chávarri from ASPA de México, addressed the Meeting with a presentation on the recently signed Mexico-USA Bilateral Air Services Agreement.

A complete and thorough definition of Open Skies was provided and emphasis was placed on the Temporality, Gradualness and Safeguards of the Agreement

The presentation can be accessed in the IFALPA website by clicking on the following link:

http://ifalpa.org/members/download.php?document_id=13868

5. Future of the MASA in ATRP

- 5.1 Regarding the DOT (US Department of Transportation) issuing a show cause order concerning NAI (Norwegian Air International), it was stated that the DOT was not able to find a way to deny the authorisation to NAI. It was also noted that IFALPA's proposed labour provision could have been used as an argument for denial.

IFALPA's current language in the paper submitted to the ATRP (ATRP/13-WP/11) was discussed, it was agreed that points 1 and 2 of the referred Working Paper were the core of the proposal.

It was noted that proposals inside the ATRP seemed to be going backwards and that the proposals for the Principal Place of Business clause against the Ownership & Control clause seemed to have stalled.

- 5.2 It was noted by some members that the Ownership & Control limitations were not always really there; they exist on paper but not in reality. As an example of this, Qatar Airways will apply for a 15% Ownership of IAG but the effective control will exceed that.
- 5.3 There is a certain degree of uncertainty expressed mostly by European countries about the arbitration process on the US-EU Air Services Agreement, this means that IFALPA's position is somewhat weak, based on Art. 17 bis.
- 5.4 Regarding the ILO, it was clarified that even though not ratified by some Arab countries, Fundamental Conventions can be enforced upon these countries because they are members of the ILO. Every member of the ILO should follow Fundamental Conventions even if they have not signed them. The intention is to make those countries comply with Core Conventions by constantly referring to them. The fundamental idea of the language used in the proposal is that even if the country is not a member and they have not ratified the Conventions, they still have to follow them.
- 5.5 A further question was posed as to what would be the likelihood or possibilities regarding MASA. Several scenarios were considered.
- 5.6 What possibilities are there? What is likely or (im)possible? Where would the world move to and at what pace?

It was made clear that the pace will change depending on political and economical factors, one of them being the TTIP (Transatlantic Trade and Investment Partnership). Some members expressed concern as to whether this would be good for the economy and the society. It was clear that governments were interested in mobility and all of them wanted TTIP to happen; so it'll be wise for pilots to understand that this will move forward. Nevertheless, pilots have an opinion and a voice and it was agreed that it was necessary for them to be at the table and part of the negotiations. It was also made clear that no one wants this Agreement to be detrimental to labour.

- 5.7 Regarding the possibilities of the ATRP to succeed, it was stated that there will be a 20% chance that the MASA may stall; a 40% chance that it will be delayed for a few more years and a 20% chance that it will be kept alive and running.

Another possibility is that a MASA would be adopted by some countries, outside the scope of ICAO and probably outside IFALPA's control. This case will require serious thought from IFALPA's side.

Some members suggested that the process had progressed so far that it would be unlikely to die but that it would probably slow down and even become dormant for a while. The process has been running for a long time in the shadow and is likely to keep moving forward. This was the reason why it had been suggested to make IFALPA's position, widely and publicly, known and visible.

- 5.8 The Chairman suggested that the way forward was education to other countries and other Member Associations. He agreed that the MASA was unlikely to progress rapidly but that it would be kept alive inside or developed outside ICAO. As a result of this it was necessary to plan ahead for every possibility and develop a good position with policies that cater for all relevant scenarios. **PGA COMMITTEE
PGA OFFICER
MEMBER
ASSOCIATIONS**
- 5.9 It was agreed that one strategy that has proven to be effective by some Member Associations is to actively involve and engage with Governments and local Civil Aviation Agencies. **MEMBER
ASSOCIATIONS**
- 5.10 Cpt. Martin Chalk, stated that IFALPA is a tool for MAs to use and that the most powerful form of motivation is through Policy. At present policy on this topic is limited and not that clear. He suggested that a more detailed policy is developed which once approved by Conference will also give the Executive Board a clear direction. **PGA COMMITTEE**

6. Collective interest, desired outcome

- 6.1 Cpt. James Lee Phillips conducted and guided a challenging Mind Mapping exercise amongst Committee Members to find out the collective and desired interest. Short and Long terms goals and means were identified and these will be taken into consideration by the Working Group.
- 6.2 Cpt. Phillips explained the matrix to all members saying that there still was work in progress to enhance the language, which will be used as a resource for the planned Working Group to better advocate. **WORKING GROUP**
- 6.3 It was stressed that effective, credible and meaningful participation from IFALPA in MASA, inside and outside of ICAO will be needed. It was acknowledged that the Federation is best served with a united and widely supported position which should be based on the current acquired knowledge of the historic perspective, the situations within regions and cover as many scenarios as possible. So the question in these discussions centred on whether to keep the existing submission or amend it.

7. IFALPA Position

- 7.1 It was noted that text had been drafted with the knowledge at the time of submission. The text was then reviewed in view of the defined outcome from the previous agenda item; specifically:
- 1) Market access - Ownership & Control, Traffic rights (5th freedom)
 - 2) Safeguards - Competition, Environment, Consumer, Safety, Security, Regulatory oversight.
 - 3) Social/Labour - Social dumping, Transnational representation.
- 7.2 The Chairman indicated that at this point in the agenda there needed to be a free format discussion on various topics, such as Ownership & Control and Market Access Rights.
- 7.3 Questions were asked if the present IFALPA position fitted the desired outcome. Are problems such as Market Access, Ownership & Control, Traffic Rights, Safeguards, Social Dumping, etc. covered or is something more specific required?
- 7.4 It was suggested that this new Agreement would create a whole new world, and for that reason IFALPA needed to create an intrinsic floor for desired labour standards and understand, internally, what level of protection or terms are required in an ideal world. The Organisation needs to look for an ideal maximum; then the discussion should concentrate on what action is needed to be taken to achieve it, and then identify what would be the basic minimum.
- 7.5 The Chairman asked what the desired and expected level of protection for Market Access would be.
- 7.6 Cpt. Daniel Bianco stated that the current problem affects everyone, therefore IFALPA's position needed to cover global situations. Some regions such as Europe cover 28 Member Associations, other regions such as the CAR/SAM cover more than 22 Member Associations, plus many TNAs and severe corruption issues within their CAAs. All these issues need to be taken into consideration.
- 7.7 It was also stated that the highest possible level of protection that equip members with tools for protection was necessary. The CAR/SAM Region members see themselves reflected in Europe, picturing their Region in the same situation in the near future if no further steps are taken.
- 7.8 Cpt. George Karambilas suggested that IFALPA should strive and find an ideal wording to get the best possible framework which facilitates consensus and then take that to ICAO. In the real world scenario MASAs would be initiated and start being applied. Cpt. Dirk Polloczek expressed the need to reflect the reality of the process in developing a proposal for an ideal Position. A discussion paper, was introduced by Jon Horne during the meeting and was further developed and determined to be proper input

for the Working Group to further develop into a proposed policy and/or proposed position paper.

- 7.9 The Deputy President expressed agreement with both statements, emphasising that all options should be explored; and then only engaging on what is possible to be achieved.
- 7.10 The meeting was reminded that currently IFALPA is only an observer in the process and that proceeding with a completely unrealistic position would not be the best idea.
- 7.11 The EVP PGA suggested that an agreed document is needed to steer the Working Group; and added that the more that document looks like a wish list the wider the mandate will be for the WG.
- 7.12 The ECA language proposal was presented and discussed amongst the Committee. It was explained that the document presented what was an ideal position not expected to survive in that form and was subject to negotiation and adaptation. Nevertheless, it represented what ECA believed IFALPA should aim for in a perfect world scenario.
- 7.13 The President asked the Committee not to rush this work, the next ICAO meeting would not take place until 2017 and the Committee should take advantage of the time between the PGA meetings to develop the position.
- 7.14 It was also stressed that there were no differences in the principles between the US and Europe; both continents agree on having the highest levels of labour protection and that no-one wanted a liberalised environment that would damage labour standards.

8. Administration and support of ATRP

- 8.1 Cpt. Phillips made a presentation on the Working Group/Administration Team to be created and how it would work.

The main tasks would be to review the current IFALPA Position Paper and the, yet to be created, IFALPA Draft Policy; suggesting a new document to be presented at the next PGA Committee Meeting in November.

WORKING GROUP

- 8.2 It was acknowledged that an Administration Team was needed to design a process in support of the ATRP. There was consensus on the principles and purpose for creating a Working Group / Administration Team and that only two members per region should participate and have access to the documents. In case there will be no regional representatives, each of EVP Regions will nominate someone for their Region.

EVP REGIONS

- 8.3 It was also discussed if one or two Vice Chairmen were needed for the Committee given the current scenario and high workload and it was agreed that two Vice-Chairmen were needed.

EXECUTIVE BOARD

- 8.4 It was agreed that, as a recommendation to the Executive Board, the next delegation to the ICAO ATRP should comprise of: EVP PGA, Chairman PGA, PGAO, Chairman of the WG, an Administration Pilot and a sixth member to be defined. A sixth member can only be added at the discretion of the new ATRP Secretary. **EXECUTIVE BOARD**
- 9. Strategy going forward, advocacy**
- 9.1 There were extensive discussions on the strategy to progress forward. It was agreed that amending the present Position should only be considered after identifying if any State would be supportive of an enhanced IFALPA position. If such support is positively identified, the Working Group will develop an amended position for proposal to the next PGA meeting. **MEMBER ASSOCIATIONS WORKING GROUP**
- 9.2 It was also agreed to identify and target mainly key players in the ATRP. Allies, enemies and neutral players were collectively identified. (this list is available for the Working Group). It was noted that ITF will be an important ally, and although they have a different approach, mutual trust and communication on every step taken would be necessary in order to align aims and tactics. Other organisations will be identified as further allies, like the ILO. Exploring African and ASEAN countries would also be an option. **WORKING GROUP**
- 9.3 Building and feeding a strong relationship with local CAAs will continue to be of vital importance. For that reason, Member Associations need to continue to educate their CAAs and Governments. It was also suggested that contact with Regional Aviation bodies could be beneficial even though they may not be part of the ATRP. **WORKING GROUP PGA OFFICER MEMBER ASSOCIATIONS**
- 10. Election of the Vice Chairman**
- 10.1 Captains Marcelo Ceriotti (Brazil) and Hilario Castillo-Chávarri (Mexico) were both nominated as Vice Chairmen and as a result were both elected by acclamation. **EXECUTIVE BOARD**
- 11. Announcements**
- 11.1 There was an update concerning NAI and the ALPA campaign. It was highlighted that key US Democrat Senators support the ALPA campaign against NAI. It is expected that the US DOT will not release a final order of authorisation to NAI. It was also noted on this issue that the National Mediation Board, made a very unusual decision to request documentation from NAI and OSM (Oriental Ship Management).

- 11.2 Clarification was given concerning the Mutual Assistance Form which is available on the public website. It is meant to be completed online and sent in. There had been an error when it was first developed but that has now been rectified. It was discussed and agreed that the Alliances should be included in the Mutual Assistance request form and also that the Alliances and other pilot Associations (such as ACPA and APA) should be copied when requesting mutual assistance. The I-manual should be reviewed on this point so as to include this Alliance option, to be presented next meeting. **PGA COMMITTEE
PGA OFFICER**

12. Industrial Updates / Discussion Paper on IFALPA TNA Policy

In addition to the detailed industrial Reports submitted, there were verbal updates from Hong Kong, Colombia, Luxembourg, ECA, Argentina, Canada, Brazil, France, Sweden, Turkey and Austria.

The detailed industrial updates can be found in the “Members Area” at www.ifalpa.org

- 12.1 HKALPA presented a paper concerning a situation going on in Canada involving HKALPA pilots regarding the one Member Association per country rule. **17PGA006**
- 12.2 After much discussion it was agreed that both parties were moving in a positive direction and for this purpose creative solutions should be explored. European representatives suggested to share their TNA blueprints by email. Both parties from Hong Kong and Canada will continue working on this issue and report back with their decisions in November during the next PGA Committee Meeting. **ECA**
- 12.3 Cpt. Chris Beebe requested about the possibility of including this issue in the next two-year policy review. He also stated that a clearer IFALPA direction was needed in this matter. **PGA COMMITTEE
PGA OFFICER**

The following MAs provided updates containing significant developments in their Association:

- 12.4 Colombia** **17PGA012**
- Airlines in Colombia still promote individual agreements and pay large sums of money to pilots not to become union members.
- As the Asociacion Colombiana de Aviadores Civiles (ACDAC) has spent time and resources regularly going to Court against the company. Nevertheless, the union is stronger than previous years.
- A Bill on a new Labour Code for all aviation professionals is being under consideration.

12.5 Luxembourg

Cpt. George Karambilas gave a verbal industrial report explaining that Qatar Airways originally had shares in Cargolux because of its interest in traffic rights between Luxembourg and Qatar. However, after a period of time, Qatar Airways has left the company.

During the report the damage the Middle East airlines are inflicting on the European aviation industry was made clear.

12.6 ECA

Rosella Marasco from ECA made a PowerPoint Presentation on the EU Aviation Policy that can be found by clicking on this link: http://ifalpa.org/members/download.php?document_id=13853

There was information on the EU-US Wet-Lease Agreement which is designed to be unrestricted and unlimited both in percentage and in time and on how many agreements a carrier may have. Atlas Air was very influential on this while ECA was the only voice against this Agreement.

A balanced Agreement is expected and ECA's opinion will be taken into consideration.

The US will be able to deny authorisation based on internal rules but the European legal system is different from that of the US. This will result in the European pilots being more exposed than the US pilots.

Regarding NAI, there is a pending positive decision from the US DOT but when the decision is negative to the authorisation, the EU will start the arbitration process.

The EU external Aviation Agreements have been reviewed; future negotiations are expected to start with Turkey, ASEAN countries, Qatar and the UAE, amongst others.

The EU-Brazil negotiations are in the final stages and good progress has been made. Fifth Freedom traffic rights would be limited in capacity on a weekly basis (Brazil was hoping for more). Aircraft interchangeability will not be authorised and there will be a fair competition clause. There was an improvement on labour issues with better language than before (Art. 19).

12.7 Argentina**17PGA013**

A PowerPoint presentation was made by Cpt. Daniel Bianco. The key aspects were that the Argentine Ownership & Control rules protect local labour and forbids foreign airlines to operate cabotage flights.

It was highlighted that the newly elected Government is veering towards a more liberal scenario and even though they have publicly stated that the country will not sign Open Skies Agreements they have already authorised code sharing agreements with foreign airlines which are detrimental to Argentine labour interests.

Surprisingly, Ryanair has showed interest in establishing a base of operations in the country and requested the local authorities to lower the minimum airfare (which is controlled by the government) and hire non-unionised labour only.

The complete presentation can be accessed by clicking here: http://ifalpa.org/members/download.php?document_id=13826

12.8 Canada

17PGA008

The new Prime Minister, Justine Trudeau, announced his cabinet at the end of 2015. ALPA had face-to-face meetings with both the Transport and Labour Ministers. Flight/Duty times and pilot fatigue issues were discussed with the Transport Minister.

Among the campaign promises of Mr. Trudeau's party was the vow to repeal certain pieces of legislation that the former government had introduced together with other anti-union legislation.

The Minister of Transport announced a Review of the Canada Transportation Act, the economic legislation for all modes of Canada's national transportation system. Regarding the aviation sector, the Report made 10 recommendations of which ALPA is in agreement with some, such as those regarding airport security screening but remains opposed to others, such as the proposed changes to Ownership and Control limitations. ALPA was disappointed that the Report made no mention of amending the current wet lease policy.

ALPA is being approached by many unorganised and some organised pilot groups for representation. There is much enthusiasm at this and on the initial results shown by many of the carriers. ALPA C's hope is to organise all Canadian airline pilots under the ALPA International banner sooner rather than later.

12.9 Brazil

17PGA011

The economical and financial situation is the worst in Brazil's modern history mainly due to a highly corrupted political system that has led the country to this unprecedented condition. This situation has had a direct impact on the aviation market reducing overall passenger traffic by 10%.

A recently published Government act increased the Ownership & Control regulation on foreign investment in airlines from 20% to 49%.

It was highlighted that the LATAM merger and acquisition process is a dangerous liberalisation experience that is not fully understood yet making it difficult to organise and protect pilots. Nevertheless, the exchange of experience and information between IFALPA, FESPLA and SNA has proven to be helpful.

12.10 France**17PGA020**

The SNPL France ALPA report was presented by F/O Beltrán Ybarra who informed the Committee about the recent meetings with the Department of Transportation and the CAA General Director. SNPL drew up an inventory of what was expected after the call to strike in May 2014 and they had been waiting too long for any results, so SNPL was now seriously considering a call for strike on exactly the same topics.

SNPL AF ALPA held a referendum in order to know if SNPL pilots would approve a long strike, of which 68% approved. The SNPL AF board decided to call for a strike from 11th – 14th June. No agreement had been reached so far.

SNPL France ALPA continues to coordinate work with ECA, building a strong relationship with its CAA in important topics such as ATRP and the EU negotiations mandates.

12.11 Sweden

Due to the sensitive moment of the negotiation process, Cpt. Gunnar Mandahl advised the Committee that mediation was still under processes both in Stockholm and Oslo aiming to close a deal and avoid strikes at SAS in both Norway and Sweden.

12.12 Turkey

Cpt. Mahmut Melih Başdemir shared with the Committee information regarding Turkish Airlines and the great expansion and growth being experienced which is now hampered due to airport capacity. The market in Turkey is in good shape even though the Syrian conflict is affecting a reduction in transit passengers from that region.

Qatar Airways gave a Roadshow in Istanbul in search for captains but this proved to be unsuccessful due to the lack of interest shown from local captains. It was noted, however, that Qatar's Roadshow in Brazil had been a complete success.

12.13 Austria

Austrian representative Robert Oberleuthner gave a verbal update regarding Eurowings informing the Committee that negotiations for a new CLA had started, and would probably have consequences for the Lufthansa group. It was also noted that Niki had also started CLA negotiations.

13. Europeans for Fair Competition (E4FC)

- 13.1 An update on Europeans for Fair Competition (E4FC) which is an European initiative between Airlines and Unions (Pilots, Ground Staff, etc.) that aims at levelling the most uneven parts of the aviation playing field, was given. The campaign is now rapidly gaining support from a large variety of stakeholders in Europe and addresses an issue that is threatening to most of our global pilot community: unfair competition and subsidies.

14. Any Other Business

- 14.1 Cpt. George Karambilas stressed that Gulf Carriers were still expanding and that there have been rumours that they will open new bases in Europe, which will be a problem for European carriers but could be an opportunity to unionise pilots within those airline groups

15. Date and Venue of Next Meeting(s)

It was proposed that the normal PGA meeting should be held later in the year, 28-29 November in Bogota, Colombia. Once approved the details will be sent out to the PGA Committee.

**EXECUTIVE
BOARD**

Closing remarks

Captain René Joziasse made his closing remarks and thanked the Committee members for their active participation during the meeting. He again thanked Vereinigung Cockpit for all the meeting arrangements and for their generous hosting.

CHECKLIST OF ACTIONS

AGENDA ITEM	ACTION	RESPONSIBILITY
2.4	It was also remarked that all representatives should actively advocate with relevant stakeholders, the (enhanced) IFALPA position regarding the ATRP process.	MEMBER ASSOCIATIONS
5.8	The Chairman suggested that the way forward was education to other countries and other Member Associations. He agreed that the MASA was unlikely to progress rapidly but that it would be kept alive inside or developed outside ICAO. As a result of this it was necessary to plan ahead for every possibility and develop a good position with policies that cater for all relevant scenarios.	WORKING GROUP PGA OFFICER
5.9	It was agreed that one strategy that has proven to be effective by some Member Associations is to actively involve and engage with Governments and local Civil Aviation Agencies	MEMBER ASSOCIATIONS
5.10	Cpt. Martin Chalk, stated that IFALPA is a tool for MAs to use and that the most powerful form of motivation is through Policy. At present policy on this topic is limited and not that clear. He suggested that a more detailed policy is developed which once approved by Conference will also give the Executive Board a clear direction.	PGA OFFICER WORKING GROUP
6.2	Cpt. Phillips explained the matrix to all members saying that there still was work in progress to enhance the language, which will be used as a resource for the Working Group to better advocate.	WORKING GROUP
8.1	The main tasks of the Working Group would be to review the current IFALPA Position Paper and the, yet to be created, IFALPA Draft Policy; suggesting a new document to be presented at the next PGA Committee Meeting in November.	WORKING GROUP
8.2	It was acknowledged that an Administration Team was needed to design a process in support of the ATRP. There was consensus on the principles and purpose for creating a Working Group/Administration Team and that only two members per region should participate and have access to the documents. In case there will be no regional representatives, each of EVP Regions will nominate someone for their Region.	EVP REGIONS
8.4	It was agreed that, as a recommendation to the Executive Board, the next delegation to the ICAO ATRP should comprise of: EVP PGA, Chairman PGA, PGO, Chairman of the WG, an Administration Pilot and a sixth member to be defined. A sixth member can only be added at the discretion of the new ATRP Secretary.	EXECUTIVE BOARD

- 9.1 There were extensive discussions on the strategy to progress forward. It was agreed that amending the present Position should only be considered after identifying if any State would be supportive of an enhanced IFALPA position. If such support is positively identified, the Working Group will develop an amended position for proposal to the next PGA meeting. MEMBER ASSOCIATIONS WORKING GROUP
- 9.2 It was also agreed to identify and target mainly key players in the ATRP. Allies, enemies and neutral players were collectively identified. (this list is available for the Working Group). It was noted that ITF will be an important ally, and although they have a different approach, mutual trust and communication on every step taken would be necessary in order to align aims and tactics. Other organisations will be identified as further allies, like the ILO. Exploring African and ASEAN countries would also be an option. WORKING GROUP
- 9.3 Building and feeding a strong relationship with local CAAs would continue to be of vital importance. For that reason, Member Associations need to continue to educate their CAAs and Governments. It was also suggested that contact with Regional Aviation bodies would be beneficial. WORKING GROUP PGA OFFICER MEMBER ASSOCIATIONS
- 11.2 Clarification was given concerning the Mutual Assistance Form which is available on the public website. It is meant to be completed online and sent in. There had been an error when it was first developed but that has now been rectified. It was discussed and agreed that the Alliances should be included in the Mutual Assistance request form and also that the Alliances and other pilot Associations (such as ACPA and APA) should be copied when requesting mutual assistance. The I-manual should be reviewed on this point so as to include this Alliance option, to be presented next meeting. PGA COMMITTEE PGA OFFICER
- 12.2 After much discussion it was agreed that both parties were moving in a positive direction and for this purpose creative solutions should be explored. European representatives suggested to share their TNA blueprints by email. Both parties from Hong Kong and Canada will continue working on this issue and report back with their decisions in November during the next PGA Committee Meeting. ECA
- 12.3 Cpt. Chris Beebe requested about the possibility of including the issue of one Member Association per country in the next two-year policy review. He also stated that a clearer IFALPA direction was needed in this matter. PGA COMMITTEE PGA OFFICER
15. It was proposed that the normal PGA meeting should be held later in the year, 28-29 November in Bogota, Colombia. Once approved the details will be sent out to the PGA Committee. EXECUTIVE BOARD