ICAO Facilitation Global Forum

21 to 23 October 2024 Bogotá, Colombia



Hosted by: AERONÁUTICA CIVIL[®] UNIDAD ADMINISTRATIVA ESPECIAL

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A perspective from an oversight authority

Big accidents in Brazil (past 44 years)

1980: Florianópolis/SC, B727 – 58 killed
1982: Fortaleza/CE, B727 – 99 killed
1989: São José do Xingu/MT, B737 – 12 killed, 42 survivors
1996: São Paulo/SP, F100 – 137 killed

2006: Peixoto de Azevedo/MT, B737 – 154 killed 2007: São Paulo/SP, A320 – 187 killed 2024: Vinhedo/SP, AT72 – 62 killed

1997: ABRAPAVAA

2000: 2 first ordinances

- Portaria 18/DGAC information on names and emergency contacts &
- Portaria 19/DGAC elaboration of family assistance plans (aircraft operators only)

2005: IAC 200-1001 issued, based on ICAO Circ. 285 (aerodrome operators included)

2005: ANAC as CAA

A perspective from an oversight authority

ANNEX 9, St. 8.47

"Contracting States shall establish legislation, regulations and/or policies in support of assistance to aircraft accident victims and their families."

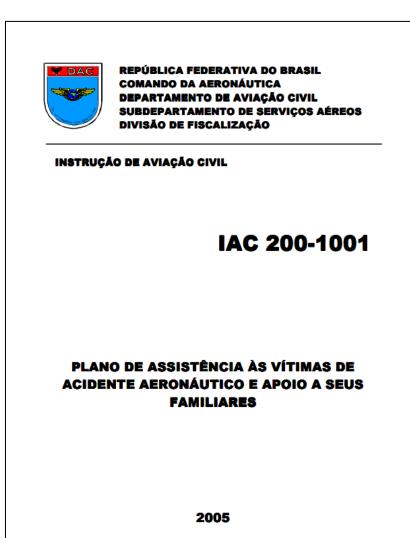
IAC 200-1001:

- Ch. 3 Information
- Ch. 4 Plans

Procedures to aircraft and airport operators

Review when needed

 Ch. 5 – Considerations on trainning, exercises, coordination in case of codeshare operations



A perspective from an oversight authority

AIRCRAFT OPERATOR

- Annex 9, RP 8.48
- Annex 6, part I
- Annex 19 SMS

coordination

IAC 200-1001:



Establish corporate and local Family Assistance Plans 19 minimun procedures listed Trainning Exercises



Por Fyodor (https://commons.wikimedia.org/w/index.php?curid=25080267)

AIRPORT OPERATOR

- Annex 9, RP 8.48
- Annex 14, 9.1

In **Brazil**, there are standards: Establishment Trainning Exercises ... >200.000 pax/year



(https://commons.wikimedia.org/w/index.php?curid=51088)

A perspective from an oversight authority

Lessons learned

State readiness

Multi-disciplinary agents

Proper coordination

Timely actions

FA & Emergency Plans

Experience and insight collaboration

Best practices (as if they were standards)

Commitment to support victims and families





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Thank You

