

## AVIATION SEMINAR PROPOSES SOLUTIONS FOR AIR TRANSPORT

*Approval of National Aviation Plan, capacity expansion and demand management are among the priorities discussed in Rio de Janeiro*

Studies conducted in 2005 by Instituto de Tecnologia Avançada (ITA) already showed the use of aerospace concentrated on a few Brazilian airports. São Paulo's two major airports, Guarulhos and Congonhas, handle at least 6 million passengers more than the limit. The same research found that air travel was growing 10% per year, according to a presentation made at the Seminar on Civil Aviation held during Aviation Expo Latin America and Latin America Aero & Defence (LAAD), organised by Reed Exhibitions Brasil at Riocentro in Rio de Janeiro, Brazil.

Demand management is one of the short-term solutions to the problems faced recently by Brazil's civil aviation sector, said ITA Professor Cláudio Jorge Alves. In his paper "Study of Airport Needs in Brazil", Alves also discussed the capacity of the nation's airports to absorb rising numbers of passengers.

"We account for 6% of global passenger traffic and rank sixteenth in terms of the volume of circulating worldwide. We cannot grow without investment both in expansion of airports, terminals and airlines, and in modernisation of equipment and personnel to cope with the demand," said Alves, adding that the airport space proper is "the weakest link in the chain when the others, i.e. the entire airport structure, do not collaborate".

The seminar also heard a presentation by Luiz Miyada, head of infrastructure at the National Civil Aviation Agency (ANAC), on the challenges Brazil faces in the airport sector. Shortly afterwards a presentation by ANAC Certification Manager Dóris Vieira da Costa explained the rules and regulations required by the International Civil Aviation Organisation (ICAO) and the operational safety model implemented in Brazil. "It is impossible to eliminate accidents. The function of an operational safety system is to monitor all hazards and prioritise equipment maintenance, air traffic control and airport infrastructure. That includes participation by government, the regulator (ANAC) and the airport authority (Infraero)," she said.

Prof. Alves also highlighted the importance of integrating airports with other systems, such as roads and waterways. "We need to connect with other modes of transport and that depends on government. The most urgent need, however, is for a National Aviation Plan. When all stakeholders – civil society, Infraero, the tourism industry, travel agents – are working towards a common goal, we will move in the right direction and achieve real improvements in air traffic in Brazil," he said.

One of the highlights of the last day of LAAD and Aviation Expo 2007 is a presentation entitled "Brazilian Air Force: Needs & Prospects", at 2 p.m. The complete programme can be seen at [www.laadexpo.com.br](http://www.laadexpo.com.br).

## **Embraer holds news conference to present new military airlifter**

Luiz Carlos Aguirre, vice-president of Empresa Brasileira de Aeronáutica (Embraer), presented the aircraft manufacturer's new project, the C-390 military transport, at a news conference held during LAAD 2007. "In four years' time some 700 aircraft in 77 countries will have been in use for 25 years, and it will be necessary to renovate these aircraft," he said.

The strength of Embraer's reputation reflects its market leadership and record of innovation both in Brazil and abroad, he went on, adding that the company hopes to win a competitive bidding in Turkey for the sale of 36 civilian aircraft.

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