

# LATAM Actions related to aviation safety regulations

---



# Actions related to aviation safety regulations

---

Given its ongoing commitment to Safety, LATAM participates actively in bodies presided by Authorities and National and International Organizations linked to commercial aviation, in order to jointly create plans of actions designed to mitigate risks and maintain the necessary standards for a safe operation for both our passengers and our employees.

We participate in groups, such as:

## IATA Regional Coordinating Group (RCG) - LATAM/CAR

The Regional Coordinating Group (RCG) shall act as advisor to the OPC, IATA management, and other relevant IATA bodies in establishing broad IATA requirements and priorities on operational and technical matters based on the LATAM/CAR region.

LATAM Airlines has been actively participating within this group for the last 10 years. The group is open to IATA member airlines only. The number of participants is limited to 15. Strategic partners, non-IATA airlines, and Industry Stakeholders or the State can join the meetings as deemed appropriate. Participants meet twice a year and have interval calls as needed.

### Areas of Activity

- Safety: support airlines in improving operational safety and promote operational safety initiatives in the Caribbean and South American region, including the South Atlantic and Europe Corridor.
- Security & facilitation: ensure that airport security and facilitation procedures are operationally effective.
- Operations: promote flight efficiency and ensure that national regulations for foreign operators are compliant with ICAO standards.
- Airport & Air navigation infrastructure: work with all concerned parties to improve airport throughout and airline operations, implement route-saving initiatives, and air traffic management enhancements.
- Impact of global developments on regional operations: ensure applicable global mandates are regionally harmonized for airlines' optimum operability.

# Actions related to aviation safety regulations

---

## ALTA / IATA SAFETY TEAM

With safety being ALTA's top priority, the ALTA / IATA Safety Team helps to promote the exchange of information, data, and statistics aimed at identifying the main operating risks in the region and to seek measures to mitigate them, as well as to exchange best practices among operators and authorities to improve safety ratings in the region. The main project led by this committee is: AITSP Program, powered by IATA's FDX system. This information has been used for the analysis and development of safety risk mitigation strategies through the Pan American Regional Aviation Safety Group (PASG-PA). Industry Representative in the Pan American Regional Group of Aviation Safety, where projects are developed at a regional level to mitigate the main areas of risk. Promote the creation of National Safety Groups (NSGs) at the country level by implementing the strategies and experiences gained in RASG-PA.

## BCAST (Brazilian Commercial Aviation Safety Team)

LATAM continued to perform as a member of BCAST, participating in all four existing Work Groups and coordinating one of them (Loss of Control In-Flight), which resulted in 40 meetings and more than 1.300 hours/men of work dedicated to propose and promote improvements in the safety of commercial aviation over the last year.

These working groups were established considering the aircraft accidents and incidents of the industry published by IATA (International Air Transport Association), which are:

- Loss of Control In-Flight
- Runway Excursion
- CFIT - Controlled Flight into Terrain
- MAC - Mid-Air Collision

The committee composed of representatives from airlines, authorities, and other bodies, were able to perform a series of studies and researches that provided enough material to develop the publication of Safety Enhancements, Tool Kits and Safety Bulletins to the industry.

More information about the Assignments and the outputs generated by BCAST are available in this [LINK](#).

# Actions related to aviation safety regulations

---

## Security Focus Group (IATA)

- Contribute good practices, recommendations, and projects for the improvement of the value proposition on security and facilitation for commercial aviation, focusing efforts on evaluating and mitigating emerging risks and/or threats.

## Annual AVSEC - IATA AVSEC World panels

- Tackle the challenges of the industry in a dynamic security environment.

## Security and Facilitation Panels with Aviation Authorities

- Coordinate the implementation of security procedures and measures at airports.
- Examine the implementation of Security and Contingency Programs, including measures and recommendations in pursuit of an ongoing improvement.
- Propose actions aimed to strengthen the security processes.
- Analyze new regulations and procedures.

## Congresses and Training Sessions with Immigration and Border Control (Customs) Organizations:

- Review the requirements set by each country's authorities, based on passengers' nationality.

## IOSA Certification (IATA Operational Safety Audit)

# Actions related to aviation safety regulations

---

On the other hand, LATAM Airlines had during the year frequent meetings with different aviation authorities, where specific topics regarding Operational Safety were discussed, such as:

## DGAC Chile

- In April 2019, we participated in the meeting where the Chilean DGAC presented the 2018 LATAM Operational Security results, based on the inspections performed on the airline and the information that the airline provided regarding indicators. Likewise, main topics on which the DGAC is working to carry out a better analysis of airlines' security and operational risk indicators were discussed.
- October 2019, Participation of a working group with the DGAC to define and analyze the SPI and its precursors, with the purpose of raising the risk identification, monitoring and action plan at the industry level

## DGAC Ecuador:

- Periodic meetings with the Safety State Program Coordination Group to establish the airline safety performance indexes to be monitored from 2019.
- Periodic meetings with the Runway Safety Team to monitor airline data related to unstable approaches at Quito airport during the summer season.
- Periodic meetings with the Bird Strike Committee of Guayaquil airport to review the data about the presence of birds in the nearby areas of the airport and bird strike events.
- Meeting with the Safety State Program Coordination Group, Airport Administrators and Airlines to review the actions to be implemented before the start of air operations during the COVID-19 pandemic.

# Actions related to aviation safety regulations

---

## UAEAC Colombia - Safety:

- April 2019, Analysis attachment 11 to RAC 160 (test bag / CCTV)
- April 2019, ACAS Training
- In May 2019, we attended meetings about the safety KPIs standardization for Airlines in Colombia.
- In May 2019, we participated in the risk assessment of the new Leticia airport in Colombia.
- In June 2019, we were part of the Colombian safety team, designed as a contribution to the country's SSP.
- In December 2019, we attended in the presentation of the fatigue program regulated by the authority.
- February 2020, Letter of agreement use of AWOS

## HSE Colombia

- April 2019, we attended the First International Congress about Aerospace Medicine
- September 2019, we were invited to a meeting of the Colombian Operational Safety Team and talked about the implementation of the Fatigue Risk Management System and the Fatigue Risk Management Program in LATAM Airlines
- January 2020, we attended a meeting to talk about updates in the International Health Regulations related to the coronavirus disease as a Public Health Emergency
- March 2020, there was a meeting to integrate the response when a suspicious case of infectious disease is detected at the airport or in flight

# Actions related to aviation safety regulations

---

## DGAC Peru:

- In April 2019, LATAM presented to DGAC the LATAM Fatigue Management Program, a review of the controlled rest proposal, which is being revised for implementation.
- In April 2019, we attended a Workshop on the Preparation of an Action Plan by the Peruvian State to reduce CO2 emissions from international aviation taking place in Peru.
- In June 2019, we had a meeting with ICAO Representatives who visited our facilities to learn about Safety Data Collection and Processing System of LATAM.
- In February 2020, LATAM presented to DGAC some initiatives related to airport security process efficiencies and the others related to improve the performance of our operations (OTP, embarking procedures, passengers access control).
- In March 2020, we attended a meeting to talk about implementing control measures against COVID-19 organized by DGAC, Lima Airport Partners and the Peru's Ministry of Health.
- In March 2020, we attended a meeting organized by DGAC about proposed joint actions to reduce or mitigate the risk of bird strikes in the Peruvian National Airports.

## ANAC Brazil:

- In May 2019, the topic dealt with was the proposal of IS 117-002 (Supplementary instruction), where ANAC studied the reports sent by companies in order to adequately respond to the demands presented.
- In June 2019, LATAM Airlines Brazil conducted a meeting with ANAC Rio de Janeiro (GCTA), in order to better understand the new scenario regarding the improvements of Dangerous goods transportation in their operations. This meeting was an opportunity to share with ANAC, the actions conducted to improve the safety in cargo operations, related to dangerous goods, as training improvements, workshops and communications.
- In July 2019, at the request of ANAC, we scheduled a conference call to clarify LATAM Brazil's comments on IS 002(Supplementary instruction) of RBAC 117 (Fatigue Risk management Regulation) thus following a presentation of the biomathematical model used in the planning scheduling models (BAM- Boeing Alertness Model)

# Actions related to aviation safety regulations

---

- In August 2019, meeting to discuss the new version of IS 117-002 (Supplementary instruction) of RBAC 117 (Fatigue Risk Management Regulation). Several suggestions shared have been included in the final text.
- In August 2019, continuing the processes in relation to RBAC 117 and its IS (Supplementary Instructions), we made a call with ANAC for better understanding and placement on some important points in relation to RBAC 117 and IS's (supplementary instruction) for LATAM Airlines Brazil.
- In August 2019, continuing the processes in relation to RBAC 117 and IS, we made a call with ANAC for better understanding and placement on some important points in relation to RBAC 117 and IS's (Supplementary Instructions) for LATAM Cargo Brazil.
- In September 2019, Meeting with ANAC and other stakeholders regarding technical discussion about PFL credits (Porous Friction Layer) for RWY 02R/20L of SDU (Rio de Janeiro Santos Dumont Airport) Airport, after pavement recovery works and application of a new PFL.
- In September 2019, meeting held with ANAC to align information for the WORKSHOP of RBAC 117 that took place in November 2019
- In September 2019, discussion with ANAC and other stakeholders of aviation on PFL (Porous Friction Layer) performance credit after SDU Airport PPD 02R/20L resurfacing works.
- In November 2019, meeting with ANAC to address aspects of ICA 63-19 / 2015 - TECHNICAL ANALYSIS CRITERIA FOR THE AERODROME AREA, which are related to airport certification and involves us as an airline.
- In November 2019, the National Civil Aviation Agency (ANAC) promoted in Brasilia, the Panel on Challenges and Opportunities of RBAC 117, where stakeholders like: ASAGOL, ATL, ABRAPAC, Airline associations: ABEAR , SNEA, SNETA, Regular and non-scheduled airlines and the National Union of Aeronauts (SNA) made some presentations on the advances and challenges of RBAC 117. The Panel aimed to discuss the challenges and opportunities related to the implementation of RBAC 117 for Brazilian operators (such as: implementation of the GRF, use of "safety cases", possibilities of improvement in the management of the crew fatigue, possibilities of improvements in the competitiveness of operators, etc.
- In November 2019, we attended a meeting with ANAC Brasilia to discuss new flexibilities and requirements on Rescue and Fire Fighting Services (RFFS) at aerodromes and the impact on Airlines. We developed an operational checklist to apply on Safety Surveys with the aim to maintain the highest safety level of all our operations.
- In December 2019, meeting with ANAC and some stakeholders to present the implementation of RBAC 117- IS 004, in relation to the processes and methodology of the Safety Case LATAM Brazil. The representative of Embry-Riddle explained how the Safety Case was executed, from the choice of the sample, implementation, types of flights, flight monitoring and the preparation of the final report by the responsible scientist.
- In December 2019, a Safety Summit was promoted by ANAC and DECEA to discuss major events and challenges on Safety Operations regarding Brazilian Aviation.



# Actions related to aviation safety regulations

---

- In January 2020, meeting with ANAC to present the final version of the Safety Case Milan Route LATAM Airlines Brazil and LATAM Cargo Brazil routes, to the authorities. The purpose of this meeting was so that, if necessary, there would be time for some adjustments to the final report and for everyone to agree with the final version in relation to RBAC 117- IS 004.
- In April 2020, meeting ANAC RBAC 117 - Meeting to present and explain the Safety Case Cargo (M3), to the authorities in São Paulo. The objective was to better understand some doubts and what is the best process for specific cases studied by Embry-Riddle. It was sent by the Union of Aeronauts in São Paulo (SNA), an Official Letter in relation to the Safety Case, to the authorities. This Official Letter was discussed and the points under discussion were understood and resolved on the same day.