
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 throughput 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.

ALTA SAFETY COMMITTEE

With safety being ALTA's top priority, the ALTA Safety Committee promotes the exchange of information, data, and statistics aimed to identify 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 standards in the region.

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), 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.

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)

The IATA Operational Safety Audit (IOSA) Program is an internationally recognized and accepted evaluation system designed to assess the operational management and control systems of an airline. The IOSA standards are based on eight disciplines that contribute to airline operational safety: Corporate Organization and Management Systems (ORG), Flight Operations (FLT), Operational Control – Flight Dispatch (DSP), Aircraft Engineering and Maintenance (MNT), Cabin Operations (CAB), Ground Handling (GRH), Cargo Operations (CGO) and Operational Security (SEC).

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

Brazil

- **ANAC:** Periodic meetings with the Civil Aviation Authority to follow-up on the main operational safety indicators of LATAM Airlines Brazil. In addition to the periodic follow-up meetings, in October 2022, the company passed the regular inspection program of the authority in relation to the Operational Safety Management System;
- **BCAST:** The Brazilian Commercial Aviation Safety Team is a committee composed of representatives from the industry that have the capacity to propose and promote improvements in the operational safety of commercial aviation, with professionals dedicated to improving the operational safety of Brazilian civil aviation. Since March 2022, LATAM Airlines Brasil has held the Chairmanship position of the BCAST and works in collaboration with all stakeholders to propose and develop Safety Enhancements, safety information and others;
- **CIA ABEAR:** Airport Infrastructure Committee is a forum that brings together air operators, airport operators, DECEA, IATA, ANAC and SAC to discuss safety issues related to airport infrastructure in Brazil, to 2022. The purpose of these meetings is to discuss action plans for active risk situations such as slippery runways, damaged pavement, signage problems and also potentially hazardous situations, such as construction works or changes in the runway system.
- **Runway Safety Teams:** LATAM Airlines Brasil regularly participates in operational safety committees established by airport administrators, with a focus on operational safety. These committees discuss issues related to the infrastructure of the airports in question, as well as the identification of hazards and the establishment of mitigation plans.
- **National Committee for the Prevention of Aeronautical Accidents (CNPAA):** under the direction and coordination of the Center for Investigation and Prevention of Aeronautical Accidents - CENIPA, aims to bring together representatives of national entities involved, directly or indirectly, with the aerial activity, with the objective of establishing the discussion, at the national level, of solutions to problems related to Flight Safety.

Chile

- **DGAC Chile:** Periodic meetings with the Civil Aviation Authority to follow-up on the main operational safety indicators of LATAM Chile. In addition to the periodic follow-up meetings, in November 2022, the company passed the regular inspection program of the authority in relation to the Operational Safety Management System;
- Periodic meeting were held with the Public Transportation in order to define noise attenuation procedures at the SCEL airport.
- **DASA Meetings:** Monthly meetings with DASA are planned. LATAM Airlines Chile regularly participates in operational safety committees established by airport authority, with a focus on operational safety. These committees discuss issues related to the infrastructure of the airports in question and ATC problem , as well as the identification of hazards and the establishment of mitigation plans.

Ecuador

- **Cuenca Airport:** Periodic meetings with the Cuenca Airport Committee for the Prevention of Wildlife Hazards to review data, particularly about bird strike events, and recommended actions. In this context, LATAM Ecuador has compromised with an initiative of the Cuenca airport operator to use dogs to control wildlife within the airport. In June 2022, meeting with a representative of the Cuenca airport operator to review the results of our investigation about a safety event that occurred at that airport.
- **Coca airport operator:** In June 2022, meeting with the representative of the Coca airport operator to treat the increase of bird strike events at that airport.
- **AVSEC inspectors of the Ecuadorian CAA:** In August 2022, meeting with AVSEC inspectors of the Ecuadorian CAA to review the requirements of regulation RDAC 1544 with respect to airplane security.

Paraguay

- **DINAC:** Meeting with the president for him to designate a taskforce group to work with LATAM Paraguay in order to mitigate and solve some of the infrastructure problems.
- **SEN (Secretaria de Emergencia Nacional):** They participate annually in a training activity as Volunteers of "Asistencia Humanitaria" for LATAM Paraguay.
- **MTESS (Ministerio del Trabajo, Empleo y Seguridad Social):** we invited the Manager of MTESS, Dr. Olga Ortis to do a Safety Walk through our Operation and visit the different departments of LATAM, finally we did a presentation about Safety Work and Health.

Peru

- **Peruvian Regulations:** In April 2022, Aeronautical Regulations of Peru - Approved the text of modification of RAP 67 "Medical Standards and Certification", New Edition – Amendment 2, Revision 001.
- **Lima Airport:** In April 2022, we attended a meeting in Lima Airport regarding Runway Safety Team Committee organized by DGAC and Lima Airport Partners in the city of Callao, Lima.
- **Lima Airport:** In June 2022, we attended a meeting in Lima Airport regarding Runway Safety Team Committee organized by DGAC and Lima Airport Partners in the city of Callao, Lima.
- **Peruvian Regulations;** in June 2022, The Aeronautical Regulation of Peru - Approved the modification text of RAP 110 "Transport of Dangerous Goods" New Edition – Amendment 1, based on the International Civil Aviation Organization's (ICAO) Technical Instructions and the IATA Dangerous Goods Regulations.
- **Civil Aviation Authority (DGAC):** In October 2022, Meeting with DGAC Authorities to discuss and establish action plans in order to mitigate bird impact events since in recent months they have increased in Lima and some airports in the interior of Peru.
- **Aeropuertos del Perú (AdP):** In December 2022, we attended a meeting in regarding Runway Safety Team Committee organized by DGAC and Aeropuertos del Perú in the city of Cajamarca.