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## 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.

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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).

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**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;
- **Brazilian Association of Airlines (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. 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.
- **National Commission on Wildlife Risk (CNFR):** "LATAM Airlines Brazil actively participates in the National Commission on Wildlife Risk – CNRF, contributing to discussions and initiatives aimed at mitigating wildlife risks in aviation. Through collaborative efforts with industry stakeholders and regulatory bodies, LATAM is committed to enhancing safety by addressing the challenges posed by wildlife hazards in and around airports across Brazil."

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## Chile

- **DGAC Chile:** Regular meetings with the Civil Aviation Authority to monitor the main operational safety indicators of LATAM Chile.
- **DASA meetings:** Monthly meetings are planned with DASA and LATAM Airlines Chile regularly participates in the operational safety committees established by the airport authority, with a focus on operational safety, in these committees, issues related to the infrastructure of the airports in question and the ATC problem are discussed, as well as the identification of hazards and the establishment of mitigation plans.
- **DGAC CL audits:** the DGAC CL has carried out 2 audits regarding the Aeronautical Maintenance Centers (CMA), the approved CMAs are CMA 153 and CMA 279, focusing on the operational safety and SPI points of these Maintenance Centers.
- **Accident Prevention Department / DGAC:** preliminary reports are generated and information associated with relevant events is shared with the Accident Prevention Department / DGAC Team.
- **COLFAS Committee (Avian Hazard, Wildlife and Operational Safety):** organized by DGAC at the SCEL airport, LATAM Airlines Chile regularly participates in the COLFAS.
- **Committee Ministry of Public Works (MOP) and DGAC Airports Directorate:** information is provided on runways with poor braking coefficient of the Chilean runways

## Ecuador

- **DGAC Ecuador:** Periodic meetings to revise the SMS Manual for the MRO LATAM Ecuador. There were two issues that need to be revised: Safety Performance Indicators for an MRO and register of risk level of occurrences that are managed through statistics and assessments.
- **Guayaquil Airport:** Periodic meetings with the Guayaquil Airport Committee for the Prevention of Wildlife hazards to review data, particularly about bird strike events. In 2023 two “bird strike damage events” were related to the operation in the Guayaquil Airport. One event occurred during take off, damage to one engine fan blade; and the second event during ascend, dent damage to one slat. In both cases, the airplane continue without any problem to its destination.
- **San Cristobal Airport:** Several meetings with the representatives of the San Cristobal airport operator (DGAC Ecuador) to discuss our concern about the condition of the runway and other infrastructure issues. LATAM Ecuador has submitted several letters about those issues to the DGAC and register several safety reports in the SSP website
- **Cuenca Airport:** Several meetings with the representatives of the Cuenca airport operator (CORPAC) to discuss the project to repair the runway.
- **Baltra Airport:** Several meetings with the representatives of the Baltra airport operator (ECOGAL) to discuss our concern about the condition of the runway.
- **El Coca Airport and Manta Airport:** Several meetings with the representatives of the airport operators (DGAC) to share information about several deficiencies registered in safety reports of the LATAM Ecuador SMS, such as horizontal signaling of the movement area.

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## Paraguay

- **DINAC:** A task force group was created in order to work with LATAM Paraguay to mitigate and solve some of the infrastructure problems.
- **DINAC:** As a result of numerous bird strikes, we pushed to create a committee in order to work and mitigate such danger.
- **Paraguayan Red Cross** received training as Volunteers of "Asistencia Humanitaria" to act in case of an emergency for LATAM Paraguay.
- **SEN (Secretaria de Emergencia Nacional):** Received training as Volunteers of "Asistencia Humanitaria" to act in case of an emergency for LATAM Paraguay.
- **MTESS (Ministerio del Trabajo, Empleo y Seguridad Social):** we invited the Manager of MTESS, Guillermo Delgado to participate during our Safety week and to do a Safety Walk through our Operation and visit the different departments of LATAM.

## Peru

- **IATA:** In January 2023, Risk Based IOSA Workshop – we attended a meeting (by microsoft teams) for explain the new audit methodology and help us to expand upon our understanding of the program changes, as well as provide us with some insight on how these changes will impact the auditing process overall.
- **Aeropuertos del Perú (AdP):** In February 2023, we attended a meeting in regarding to closure of TWY B1 and of the platform of the Chiclayo Airport for maintenance works. In addition, we attended a periodic meetings regarding runway safety team and bird strike committee.
- **IATA:** In February 2023, we attended a meeting organized by IATA Regional Office to discuss the issues associated with poor runway conditions and the governance of the management of the Peruvian aviation system.
- **Lima Airport Partners (LAP):** we attended a periodic meetings in Lima Airport regarding Runway Safety Team Committee organized by DGAC and Lima Airport Partners in the city of Callao, Lima. In addition, we attended a periodic meetings regarding bird strike committee.
- **ICAO:** we attended a severals meetings regarding to The Regional Aviation Safety Group – Pan America (RASG-PA) and it support to created the Peruvian Collaborative Aviation Safety Team (P-CAST) reaffirming the unwavering commitment of all members to enhance aviation safety.
- **Civil Aviation Authority (DGAC):** In October 2023, meeting with DGAC operation principal Inspector to discuss and revisión of the implementation status of LATAM Perú SMS.