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**Agenda Item 6: Other Business**

**ALTA LATAM AND CARIBBEAN SAFETY ENHANCEMENT INITIATIVE**

**(Presented by ALTA)**

**SUMMARY**

This working paper presents a summary of the ALTA's Latin American and Caribbean Safety Enhancement Initiative (SEI) to be presented to the RASG-PA.

**1. Strategic Objective**

1.1 The *ALTA LATAM and Caribbean Safety Enhancement Initiative* (SEI) has been designed to assist ALTA member airlines to substantively improve their respective operational safety performance, reduce operational costs, minimize aircraft hull and liability loss exposure, enhance overall global airline safety, and enhance the global perception of LATAM and Caribbean regional air transportation.

**2. Deliverables**

2.1 Initial scope includes, but is not limited to, assisting ALTA Member Airlines to maintain IATA Operational Safety Audit (IOSA) registration, identify and manage areas of adverse operational risk, implement Safety Management System (SMS) methodology, create effective Quality Management Systems (QMS), ensure comprehensive Aviation Security Management Systems (SEMS), improve Emergency Response Plan (ERP) capabilities, ensure comprehensive Supplier Management System (SUMS) oversight, and integrate the aforementioned initiatives into a holistic Integrated Airline Management System (iAMS) in line with ICAO mandates.

**3. Rationale**

3.1 The 2007 IATA Safety Report indicates the LATAM/Caribbean region has a hull loss rate of 1.61 per million departures, making it, out of seven, the 3<sup>rd</sup> most adverse region in the world for air travel. It is strongly believed that, with the involvement of key players within the industry, we can significantly improve the situation.

3.2. The US FAA through the International Aviation Safety Assessment Program (IASA) as well as the EU Air Safety Regulators invoking Regulation 2111/2005 (Black List) have aggressively imposed commercial operating restrictions against regions showing deficient civil aviation authority oversight, as well as air carriers within those regions who have demonstrated unacceptable safety performance. Several countries in Latin America have experienced such restrictions adding to the negative global perception of air safety levels within the region.

3.3 The stated objective of ALTA SEI is fully consistent with ICAO Assembly Resolution A36-7- Global Planning for Safety and Efficiency- *as it an effort aimed at improving international civil aviation safety and efficiency*. The initiative is consistent and complimentary to the ICAO Aviation Safety Plan in that it is also designed to reduce the number of fatal accidents and achieve a significant decrease in accident rates.

3.4 Furthermore, the ALTA SEI falls within the working programme and mandate of the RASG-PA, as it is a *safety effort aimed at reducing aviation risks in the... Central American, Caribbean and South American Regions*. (RASG-PA Terms of Reference and Organizational Structure RASG-PA/01-WP/02).

3.5 The ALTA SEI is a direct result of the ALTA Board mandate to help improve the safety record of the industry in the region. Designed in particular for Latin American and Caribbean airlines (ALTA member), this initiative harmonizes with ICAO and RASG-PA as indicated above.

#### **4. Methodology**

4.1 The LATAM and Caribbean Safety Enhancement Initiative utilizes an industry leading Organizational Maturity Model which categorizes the extent to which an airline has fully implemented recognized systemic management processes which has been harmonized with both the ICAO Global Aviation Safety Roadmap and IATA Six-Point Safety Plan in order to minimize developmental costs and positively leverage existing industry success.

#### **5. Business and Financial Objectives**

5.1. Improve the LATAM rate of hull loss and fatal accidents/1M departures to the global average within 8 years.

5.2. Reduce the aggregate insurance loss claims within ALTA Member Airlines by 25% within 5 years.

5.3. Reduce the aggregate ALTA Member Airline “below deductible” losses by 25% within 5 years.

5.4. Ensure regional adoption of ICAO recommendations specifically related to the Safety Enhancement Initiative.

## **6. Stakeholder Partnerships**

6.1 ALTA deems it necessary for the success of SEI to partner with key stakeholders in international aviation safety, including first and foremost governments individually and through ICAO and also insurers, aircraft and engine manufacturers, component manufacturers, leasing companies, bank and financiers. Success of SEI is predicated on the support by RASG-PA.

## **7. Suggested Action**

7.1. The Meeting is requested to:

- a) take note of the information contained in this paper; and
- b) include the SEI as an Action Item of RASG-PA to be developed and administered by ALTA with the active cooperation of the rest of RASG-PA members.

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