



**International Civil Aviation Organization**  
ICAO South American Regional Office  
**Eleventh Meeting of the Civil Aviation Authorities of the SAM Region (RAAC/11)**  
(Santiago, Chile, 6 – 8 May 2009)

---

**Agenda Item 4: Review of the level of safety oversight attained in the Region**

**SAFETY REPORT 2008 - EXECUTIVE SUMMARY**

**(Presented by the International Air Transport Association - IATA)**

**1. Introduction**

1.1 The goal of the IATA Safety Report is to present prevention strategies with the intent of enhancing safety within the air transport industry. These strategies are based on the analytical findings of accidents that occurred in 2008.

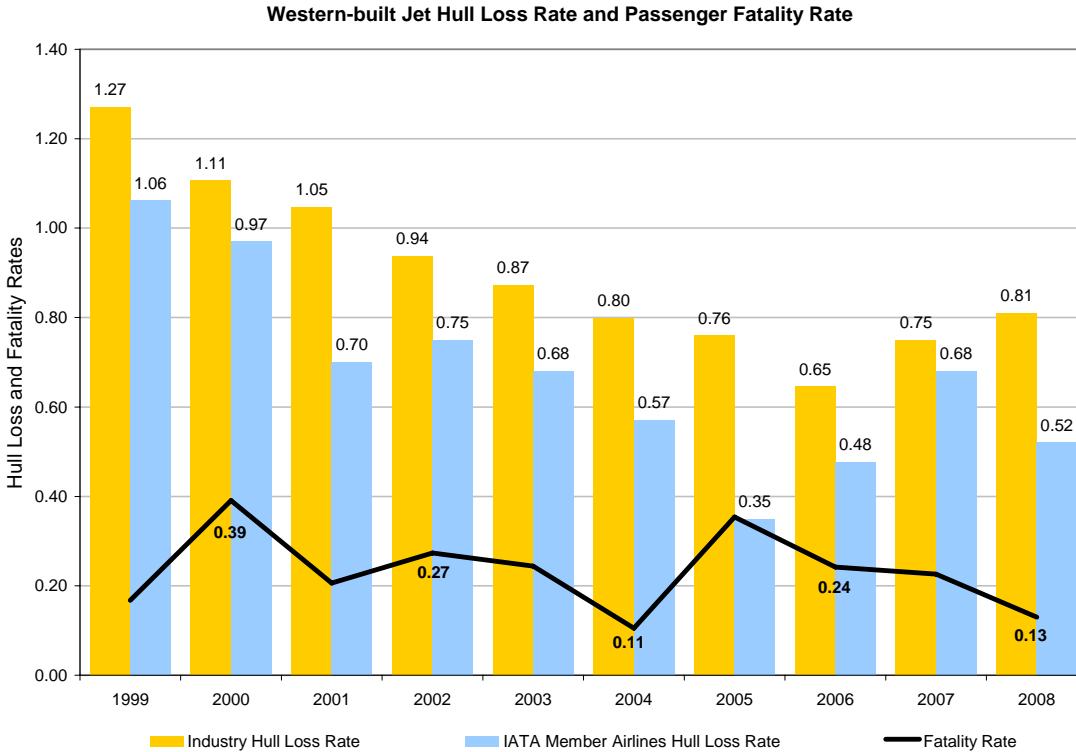
1.2 In total, 109 accidents occurred in 2008. Compared to 2007, the breakdown is as follows:

Year	Jet	Turboprop	Western-built Jet Hull Loss Rate	Fatal Accidents	Fatalities
2008	66	43	0.81	23	502
2007	57	43	0.75	20	692

1.3 From a regional perspective, the accident rates in the Commonwealth of Independent States (CIS), Latin America and the Caribbean, the Middle East and North Africa, North America and Europe increased in contrast to 2007. In Africa, Asia / Pacific and North Asia, the accident rates decreased in 2008 compared to 2007.

1.4 Overall, IATA member airlines surpassed the industry in terms of safety, with an accident rate of 0.52 western-built jet hull losses per million sectors flown. The accident rate for member airlines declined in comparison to 2007.

1.5 In 2008, the number of fatalities declined in comparison to the previous year. The fatality rate decreased from 0.23 fatalities per million passengers, in 2007 to 0.13 per million passengers in 2008.



1.6 Based on the findings from accident analyses, IATA has developed the following prevention strategies to address the top safety issues, as part of its Six-point Safety Programme:

## 2. Runway Excursion Prevention

- Runway excursions were the most frequent type of accident in 2008, accounting for 25% of accidents.
- Over half (57%) of runway excursions resulted in a hull loss and 14% of them involved fatalities.
- Flight crew handling errors, deficient airport facilities and aircraft malfunctions were among the top contributing factors in this type of accident.

2.1 Prevention Strategy: IATA will launch the Runway Safety Toolkit in 2009, which will address runway excursions, incursions and runway confusion.

## 3. Ground Damage Reduction

- Ground damage was the second most predominant type of accident, following runway excursions.
- Ground damage events accounted for 17% of all of last year's accidents; half of these involved IATA member airlines.
- Well over a third (38%) of ground damage accidents cited ground events, such as errors by ground handling personnel, as a contributing factor.

3.1 Prevention Strategy: Following the launch of the IATA Safety Audit for Ground Operations (ISAGO) in 2008, IATA will conduct 80 ISAGO audits in 2009, improving safety while reducing ramp injuries and damage.

#### **4. Safety Management System Implementation**

- In almost a third (30%) of accidents, deficient safety management on the part of the Operator was noted as a contributing factor.
- This includes deficiencies with regards to the Operator's safety policies and objectives, risk management, safety assurance and safety promotion.
- The majority (69%) of accidents involving deficiencies in the Operator's safety management also implicated deficient regulatory oversight by the State.

4.1 Prevention Strategy: IATA will deliver new guidance material on Safety Management Systems (SMS) and continue to assist airlines with SMS implementation at an individual and a regional level.

#### **5. Safety Enhancement in Maintenance Operations**

- 15% of accidents in 2008 involved maintenance events.
- In over half (57%) of the accidents involving a maintenance event, deficiencies in the Operator's maintenance operations were also noted as a contributing factor.
- These include: deficiencies in technical documentation, unrecorded maintenance, the use of bogus parts, unapproved modifications and deficient training of maintenance personnel.

5.1 Prevention Strategy: IATA's Six point Safety Programme now includes a dedicated segment on safety management in maintenance operations.

#### **6. Regional Safety Issues**

- Operators based in the Commonwealth of Independent States (CIS) and Latin America and the Caribbean, had the highest regional accident rates in 2008 and experienced the highest increase in their accident rates, when compared to 2007.
- Almost a third (30%) of the accidents involving CIS Operators were fatal; over a quarter (26%) of those implicating Latin American and the Caribbean-based carriers, also resulted in fatalities.
- Aircraft malfunctions, deficiencies in the Operator's safety management and the State's regulatory oversight as well as non-adherence to Standard Operating Procedures by flight crews were among the top contributing factors to accidents involving Operators from these two regions.

6.1 Prevention Strategy: IATA will continue to help its member airlines and partner with non-member airlines, States and other industry stakeholders to improve safety by addressing regional issues and by using well established tools such as the IATA Operational Safety Audit (IOSA), ISAGO and SMS.

6.2 In 2009, IATA focuses on aiding its members through these difficult times, while maintaining safety as a priority. The Global Aviation Safety Roadmap was produced and developed in the interest of establishing a single level of aviation safety worldwide by the Industry Safety Strategy Group (ISSG). IATA plays a key role in this group and in the regional implementation of the roadmap. IATA's safety strategy is coordinated with the roadmap in order to reduce duplication and align efforts worldwide. Through this and other initiatives, IATA is continuing its work with airlines, regulatory authorities and other industry stakeholders to fortify existing safety programmes and introduce new initiatives, which will enhance operational safety on a global scale.