

MARSH



MARSH MERCER KROLL
GUY CARPENTER OLIVER WYMAN



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Aviation Safety Oversight.

The Regional Challenge

E M Dueri





ALTA AIRLINE LEADERS
FORUM 2009



IATA

State of the Industry

- It is widely recognised that the improvements in safety methods, technology, training, et al have resulted in an accident rate that has continuously declined over the past several decades
- While the over all worldwide accident rate is still extremely low, it must be noted that their has been an increase over the past two years
- 30% of accidents involved deficient safety management while 69% of accidents involving deficiencies in the Operator's safety management also implicated deficient regulatory oversight by the State

	 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



Year 2008 Aircraft Accidents

109 Accidents

IATA Members	30%
Hull Losses	49%
Fatal	21%



65%
Passenger



31%
Cargo



4%
Ferry

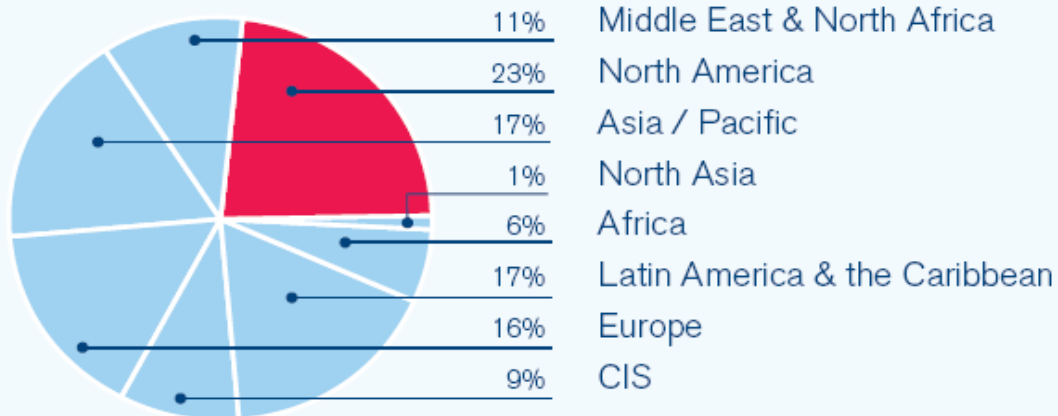


61%
Jet

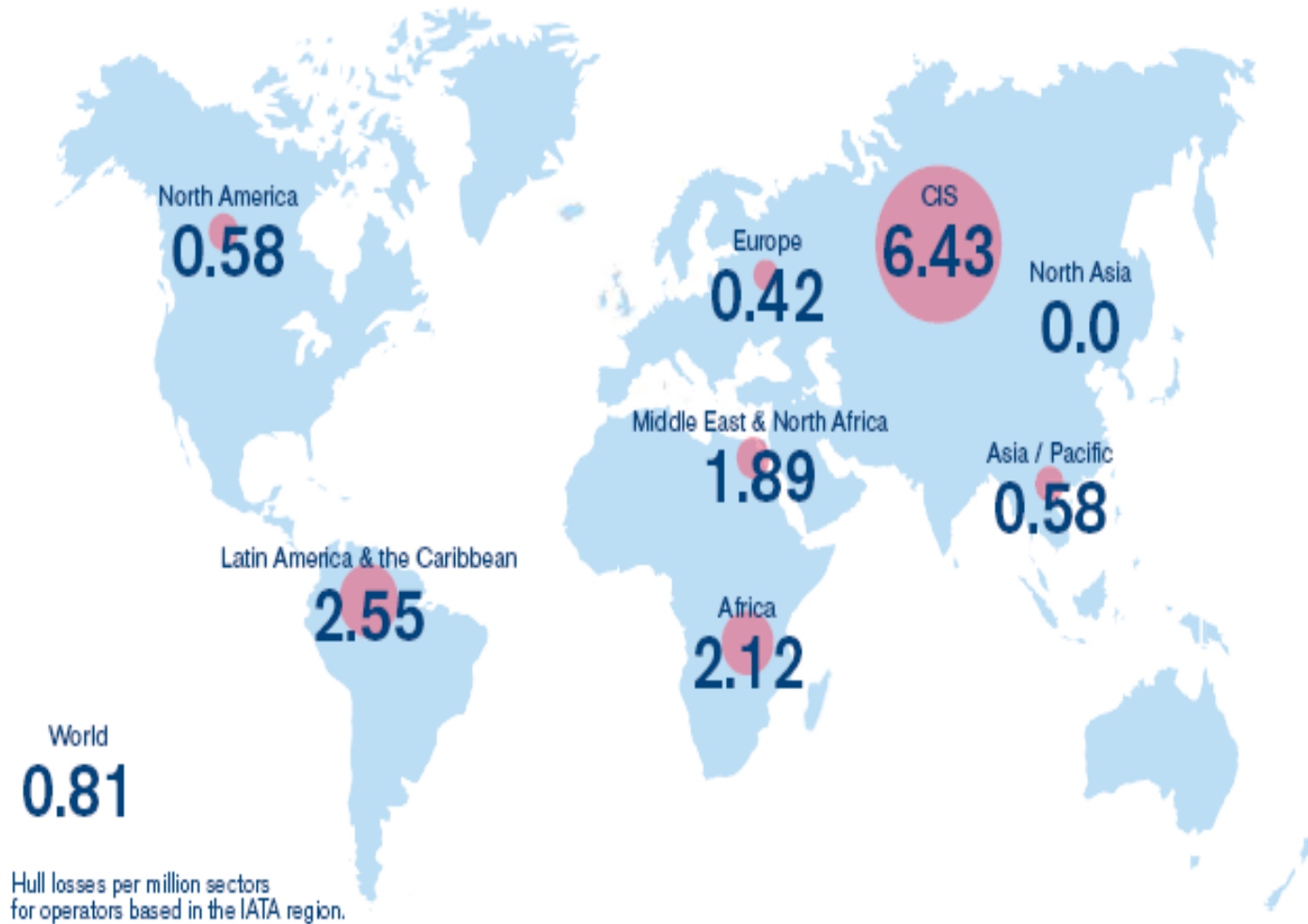


39%
Turboprop

Accidents per Operator Region



Where Are We IATA Safety Report



IATA Safety Report

Latin and Caribbean Regional Breakdown

- 19 Accidents
- Breakdown per accident category
 - Ground Damage – 5%
 - Undershoot – 11%
 - Controlled Flight into Terrain – 16%
 - Loss of control in-flight – 5%
 - Runway excursion – 31%
 - Gear up landing/ gear collapse – 11%
 - In-flight damage – 16%
 - Hard landing – 5%

IATA Safety Report

Latin and Caribbean Regional Breakdown

- The safety record varies greatly amongst regions
- In Latin America the top contributing factors have been
 - Aircraft malfunctions
 - Deficiencies in safety management
 - Deficient regulatory oversight
 - In some accidents, non-adherence to SOPs by flight and maintenance crews
- Correlations of Interest
 - In some carriers, 50% of aircraft malfunctions were linked to a maintenance event, such as an error by maintenance personnel, and poor regulatory oversight by the State of the Operator.
 - 57% of accidents where deficient safety management was cited, poor regulatory oversight was also noted as a contributing factor.
 - So clearly safety issues at some airlines are compounded by errors at State level, particularly in deficient controls of airline operations

Going into Specifics

Latin America Most Wanted List

1) Peligro por fauna	2) Infraestructura aeroportuaria	3) FOD's (Foreign object damage)	4) Cuasi colisiones en el aire y eventos por TCAS (RA)	5) Riesgos por ATC
1. MMMX (A.I. de la Ciudad de México)	1. MMTG (A.I. La Aurora)	1. MMMX (A.I. de la Ciudad de México)	1. MMMX (A.I. de la Ciudad de México)	1. MMMX (A.I. de la Ciudad de México)
2. MHTG (A.I. Toncontín)	2. MMMX (A.I. de la Ciudad de México)	2. KJFK (A.I. John F. Kennedy)	2. MROC (A.I. Juan Santamaría)	2. SVMI (A.I. de Maiquetía)
3. MPTO (A.I. de Tocumen)	3. SVMI (A.I. de Maiquetía)	3. SBGL (A.I. de Galeão)	3. MPTO (A.I. de Tocumen)	3. MMUN (A.I. de Cancún)

- Lack of uniform regulations, adding to industry's cost base and creating confusion
- Inadequate Infrastructure
- Oversight problems
- Unstable approaches

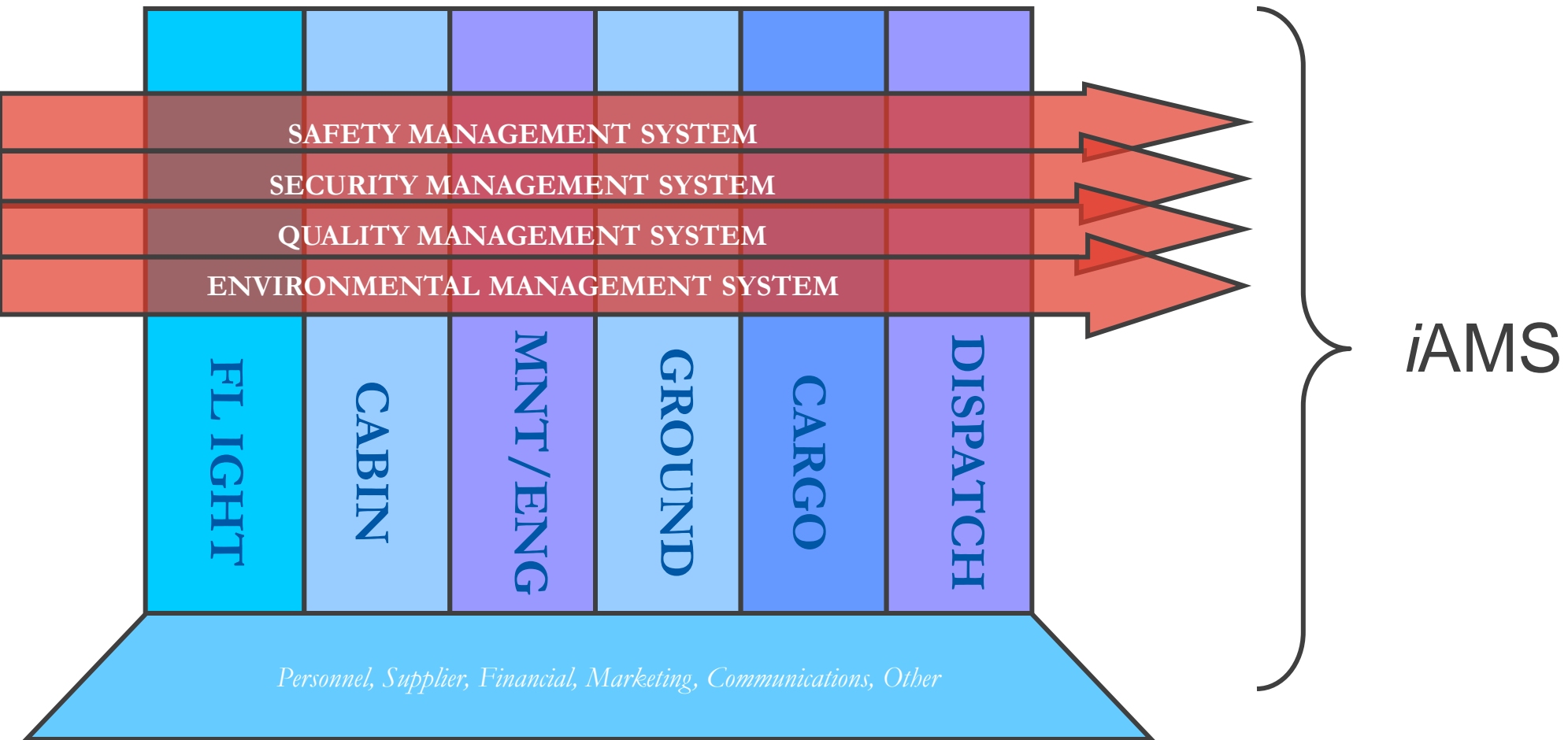
Airlines have worked quite hard in maintaining and improving safety

- ALTA has been lobbying aeronautical authorities in Colombia, Ecuador, Venezuela, Uruguay and El Salvador, to adopt IOSA as a mandatory standard, as has been the case in Chile, México, Brazil, Costa Rica y Panamá.
- Latin American Airlines with IOSA:
 - Aero República S.A.
 - Aerolíneas Argentinas Group
 - Aeromexico Group
 - Aerovías de Mexico, S.A. de C.V.
 - Air Jamaica, Limited
 - Avianca Group
 - Caribbean Airlines Ltd.
 - Cayman Airways Ltd.
 - Aerosur S.A.
 - Volaris
 - COPA Airlines
 - Cubana de Aviacion
 - Interjet
 - LAN Group
 - Taca Group
 - MasAir, Aerotransportes Mas de Carga, S.A. de C.V.
 - Mexicana Airlines Group
 - Pluna Líneas Aéreas Uruguayas S.A.
 - Surinam Airways Ltd.
 - TAM Group
 - TAME
 - VRG Linhas Aéreas S/A – Grupo GOL
- Further IOSA registered companies can serve as coaches for those seeking their own registration.

Looking Inside

A proposal: the Latin American Safety Enhancement Initiative Integrated Aviation Management Systems

- Designed with the active participation of ALTA's Safety Committee
- An Integrated Aviation Management System is simply a term applied to the integration of all management systems within an airline
- The foundation is the executive leadership and corporate governance of the airline that is supported by
 - documenting the roles and responsibilities of corporate officers
 - the functions of each operating division or group
 - management review/decision processes
 - the integration of multiple work activities
- It describes the relationship and operational responsibility of each supporting management system within the overall enterprise



- Management System continuity throughout the organisation
- Senior management accountability for Safety, Quality and Security
- Continuous improvement of the airline's culture
- Management of regulatory and manufacturer issues pertaining to Safety, Quality and Security
- Corporate Safety, Quality and Security Policies
- A performance management / measurement process
- Establishment and implementation of Safety, Quality and Security processes and procedures
- Regular Quality and Security audits and protocols for detection and correction of deficiencies
- Hazard management processes and mitigation strategies
- Safety, Quality and Security promotion and communications

- The States have a pivotal role in diminishing those risks through
 - More effective oversight
 - Uniform regulations
 - Investing in Infrastructure
- Region is clearly taking steps to improve on safety
- Airlines have been IOSA active
- Further they have not stopped there: they have created SEI and its Integrated Airline Management Systems, to continue to be at par with the best airlines in the world in all safety management activities.

Marsh Ltd

Aviation and Aerospace Practice

Tower Place

London EC3R 5BU

Tel: 020 7357 1000

Fax: 020 7929 2705

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MARSH MERCER KROLL
GUY CARPENTER OLIVER WYMAN

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