



International Civil Aviation Organization

**Fifth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/5)**

Bangkok, Thailand, 16 to 19 September 2014

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**Agenda Item 5: Presentations – State / Industry / ICAO**

**IATA STANDARD SAFETY ASSESSMENT (ISSA)**

*(Presented by International Air Transport Association)*

**SUMMARY**

This paper provides an overview of the newly developed IATA Standard Safety Assessment (ISSA), which is an evaluation system for operators who do not meet the eligibility criteria of the IATA Operational Safety Audit (IOSA).

**1. INTRODUCTION**

1.1. IATA's Operational Safety Audit program (IOSA) is an internationally recognized evaluation system for operators and has effectively raised the bar for industry safety performance. However, there are many operators that are not eligible for IOSA because they operate aircraft below 5,700Kg Maximum Take-off Weight, or because their business model does not allow conformity with other IOSA requirements.

1.2. Because of the vast amount of operators and flights performed outside the scope of IOSA, IATA has taken the opportunity to utilize all reasonable synergies provided by the IOSA Program to develop a new evaluation program for the industry called IATA Standard Safety Assessment – ISSA.

1.3. Using IOSA as a platform will help to reduce development and operational costs of ISSA, as well as provide an environment in which operators can become familiar with the IOSA concept and philosophy.

**2. DISCUSSION**

2.1. The ISSA program standards are derived directly from all IOSA disciplines, with an emphasis on the Organization and Management systems. There are approximately 115 standards and recommended practices in ISSA. ISSA registered operators undergo an initial assessment, followed by biennial renewal assessments.

2.2. The intended benefits of ISSA to operators include:

- a) Global safety standards for commercial operators not covered by existing programs;
- b) An objective measurement of an operator's conformity with relevant ICAO Requirements;

- c) Gradual Implementation of Safety Management System (SMS) Elements;
- d) Assessment completion provides eligibility for entry on ISSA Registry;
- e) Improved marketing and commercial advantages for operators;
- f) Improved conditions for reduction of insurance premiums.

2.3. The eligibility criteria for ISSA is as follows:

- a) Commercial passenger and/or cargo operations;
- b) Aircraft with one or more turbine powered and/or multiple reciprocating engines;
- c) Two-pilot operations;
- d) IFR and/or VFR operations;
- e) Aircraft below 5,700Kg MTOW;
- f) Aircraft above 5,700Kg MTOW will be eligible for one ISSA initial assessment and afterwards the operator needs to pursue an IOSA registration initial audit to stay on an IATA Audit Registry.

2.4. The following types of operations are not eligible for ISSA:

- a) Non-commercial operations;
- b) Aircraft with single reciprocating engines;
- c) Single pilot operations;
- d) Helicopters;
- e) Seaplanes;
- f) Any operator who is currently on the IOSA Registry;
- g) Operators with no aircraft on the AOC (only wet-lease operations).

2.5. ISSA is driven by the industry's objective for continuous improvement in aviation safety performance. The program will commence in the fourth quarter of 2014.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) Recognize the benefits ISSA will bring to improving operational safety by providing a global safety benchmark for those operators not eligible for IOSA;
- b) Promote ISSA to eligible operators.

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