



IATA Operational Safety Audit (IOSA)



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To represent, lead and serve the airline industry



IOSA Program - Overview

- Global Safety audit program managed and controlled by IATA
- Audit standards include ICAO safety and security provisions and industry best practices from ICAO Annexes 1, 2, 6, 8, 17, 18 and 19
- Available to all commercial passenger & cargo airlines, regardless of IATA membership status

IOSA Program – History

- Program development was initiated in 2001
- After two years, IOSA was launched
 - First IOSA Audit conducted in September 2003

Some Highlights Since Inception

- Upgrade of Standards to include all cargo operations and passenger flights without cabin crew
- In 2010, upgrade of Standards to incorporate all elements of SMS contained in the ICAO Framework for SMS
- Has peaked at over 500

IOSA Program - Overview

Applicability

“The ISARPs as published in this version of the ISM are applicable only for the Audit of an operator that *operates* a minimum of one (i.e. one or more) multi-engine, two-pilot aircraft with a maximum certificated takeoff mass in excess of 5,700 kg (12,566 lb) to conduct:

- Passenger flights with or without cabin crew.
- Cargo flights with or without the carriage of passengers or supernumeraries.”

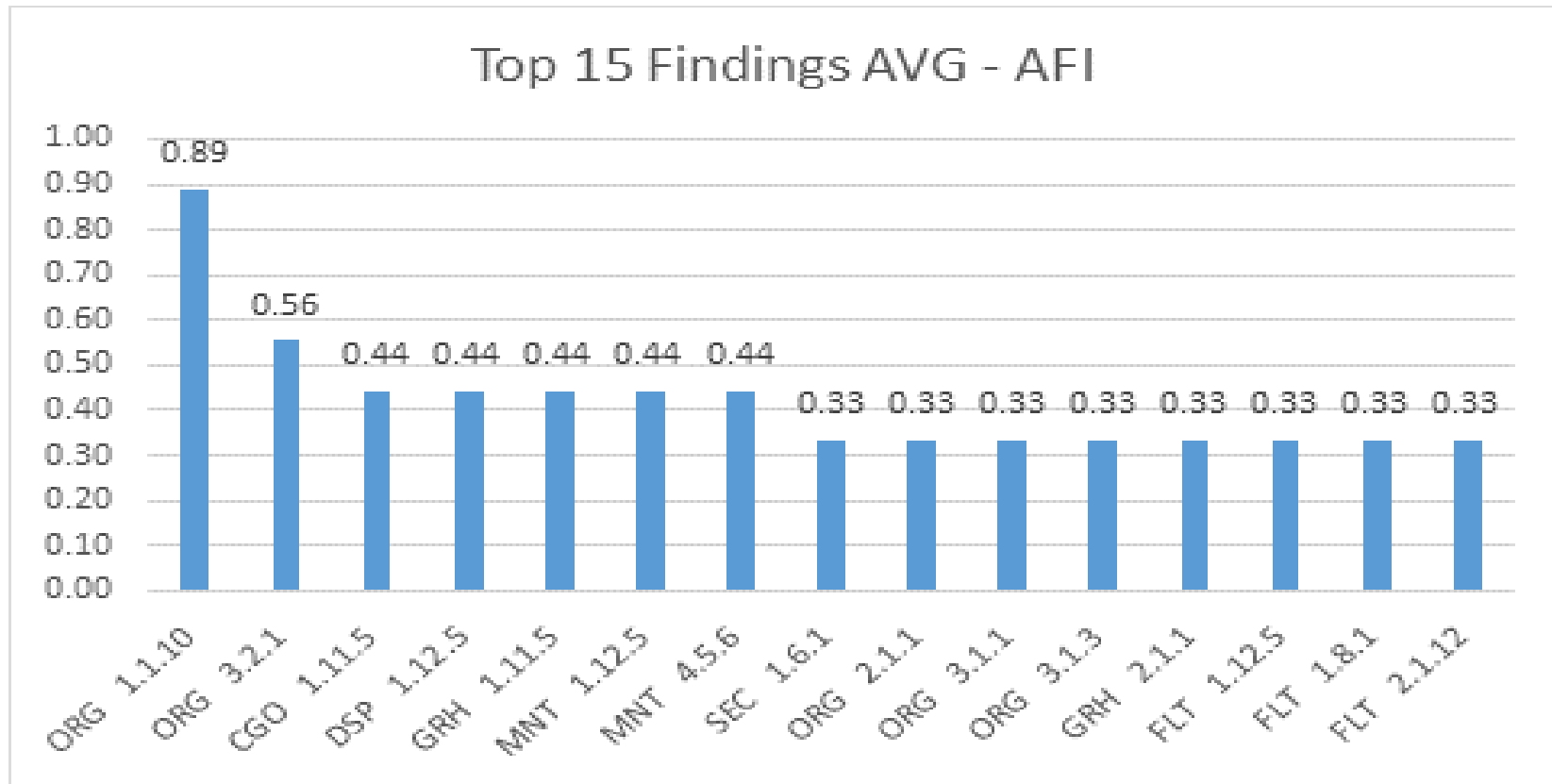
(ISM, Edition 11).

IOSA Program – Purpose

- Improve worldwide airline safety levels
- Reduce the number of audits in the airline industry

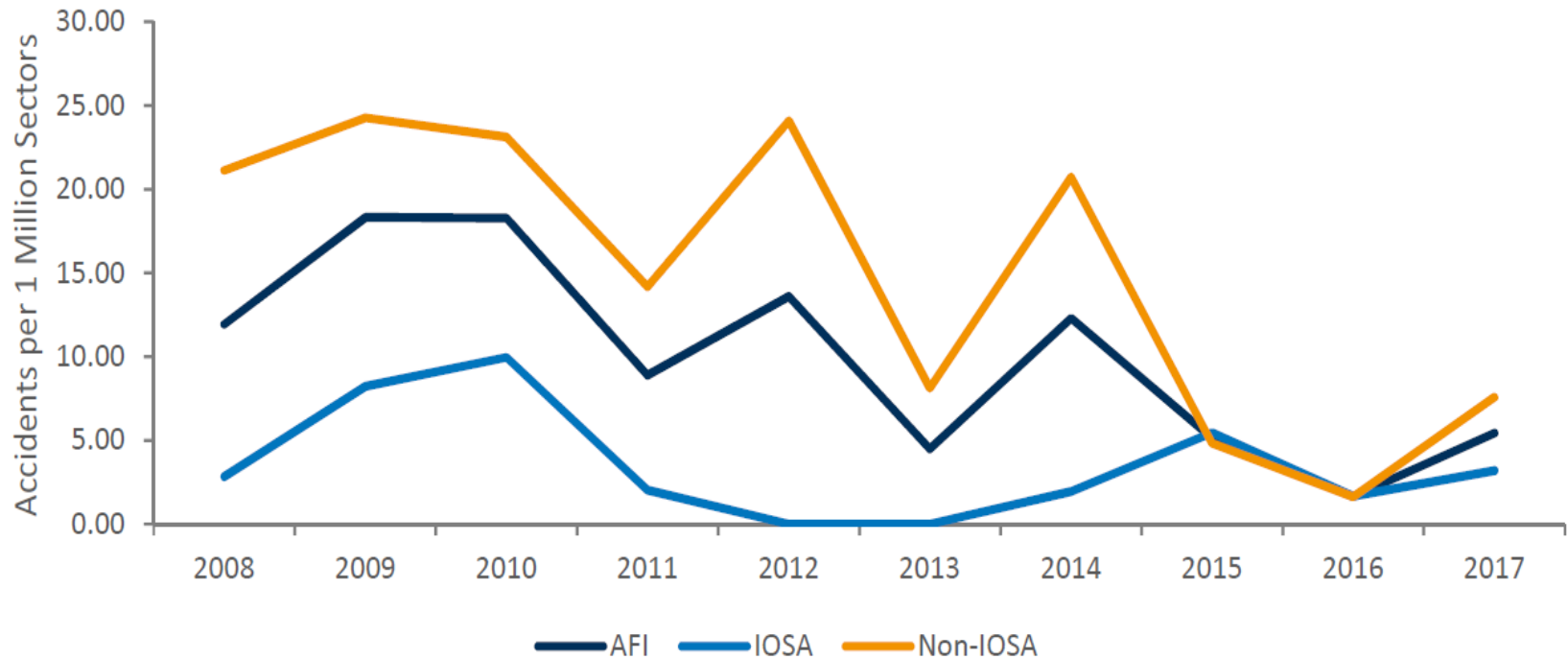


Safety Performance



Number of Accidents per Region: Non-IOSA

Jet & Turboprop



2017 In Review

- The global accident rate was 1.08 per million sectors
 - .50 for IATA members
- All-accident rate for airlines on the IOSA registry was nearly 4 times better than non-IOSA airlines (.56 vs 2.17)
- IATA/ IOSA continues to show strong correlation to improved safety performance

IOSA and Regulators

ICAO Endorsement

35th Session of ICAO Assembly:

“recognized value of IOSA as complementary measure to the regulatory oversight activities of States.”

and stated that IOSA

“.. will need the continued support of regulatory authorities worldwide..”

IOSA and Regulators

ICAO

- Fully **complementary** to USOAP
- Recognized for safety benefits at ICAO 38th Assembly and Safety conference

EASA/ FAA

- Accepted by FAA under DOT/FAA Code-share Safety Guidelines
- Incorporated as AMC to EASA OPS for Code-Share arrangements and as source for evaluation of TCOs

Regulatory Oversight

- **Not intended to replace** Regulatory Oversight, but to **complement it**
- List of States endorsing/supporting and or using IOSA continues to grow

IOSA and Regulators

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IOSA – Summary of Benefits

➤ States

- Opportunity to complement regulatory oversight

➤ Regulators/Oversight Entities

- Provides audit data for use in continuous monitoring of operators
- Complements existing audit programmes (USOAP, SAFA)
- Provides an AMC for code share approval
- Primary safety data source for Global Safety Information Exchange (GSIE)

➤ Airlines

- Drives worldwide implementation of proven safety/security practices
- Significantly reduces the number of industry audits conducted

Where are we in AFI?

- Most operators have been on voluntary basis
- More than 30 airlines and most associated Regulators benefitted IOSA Training Initiative (ITI)
- More expected from States/Regulators to fulfil Abuja target on IOSA..
- Opportunity for cooperation/partnership with industry
- Key is **COMPLEMENT** the oversight role

Thank you

