



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### THIRD MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA AND THE INDIAN OCEAN REGION (RASG-AFI/3)

(Yamoussoukro, Cote d'Ivoire, 03-04 December, 2015)

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#### Agenda Item 4: Report on RASG-AFI Activities

#### IATA OPERATIONAL SAFETY AUDIT (IOSA) IMPLEMENTATION STATUS

*(Presented by IATA/Secretariat)*

SUMMARY
<p>The IATA Operational Safety Audit (IOSA) was one of the industry programs identified as a tool for improving safety performance of airlines during the Abuja Ministerial Meeting on aviation safety in July 2012. A decision was made that States should require all their eligible operators to obtain IOSA certification by the end of 2015. This paper therefore gives an update on the work done towards attainment of this target.</p>
<p><b>REFERENCE(S):</b> AFI Abuja Safety Targets</p>
<p><b>Related ICAO Strategic Objective(s):</b> The working paper relates to the Safety Strategic Objective of ICAO.</p>

## 1. INTRODUCTION

1.1 Between October and December 2012, following the Abuja Ministerial Declaration which amongst other things asked that IOSA be made a requirement by end of December 2015, IATA moved quickly to initially build IOSA awareness for all AFI States (Regulators) by conducting three (3) workshops which were held in Dakar, Nairobi and Johannesburg. This effort was intended to equip Regulators with the ability to complement their oversight role.

1.2 This was followed by two (2) general awareness 5-day workshops for airlines which were conducted in Nairobi (February 18-22, 2013) and in Dakar (March 4-8, 2013)

## 2. DISCUSSION

2.1 Also as part of assisting AFI airlines in their steps towards IOSA certification, IATA has sponsored several SMS courses for airlines in Africa:

10 airlines in 2013

7 airlines in 2014

4 airlines in 2015

2.2 The following step was to identify potential airlines and sponsor them with an actual onsite series workshops (in three phases) to ensure adequate preparation.

As of October 31, 2015 IATA had sponsored 26 airlines to undergo preparation through the IOSA Implementation Training Initiative (ITI). Three (3) of the twenty six (26) had dropped from the initiative either due to loss of AOC or liquidation altogether.

2.3 As of October 31, 2015, a total of 11 airlines have been added to the IOSA registry since January 2013. Four (4) airlines were in the process of finalizing their audit process while at least four (4) additional airlines have planned to conduct their audit between Q4 of 2015 and Q1 of 2016.

2.4 Of concern and importance to note is that despite having circulated a template to guide States on making IOSA a requirement, no State had moved towards actual implementation. The template was channeled through the Champion of the Safety Support Team on Fundamentals of Safety Oversight (FSO).

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

3.1 The Meeting is invited to:

1. note progress on IOSA registry;
2. urge States to act on their commitment to make IOSA registry a requirement for African airlines; and
3. encourage States to support these airlines in the process of IOSA registry.

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