

# 8<sup>th</sup> Meeting of Safety Enhancement Implementation Group (SEIG/8)

*Muscat, Oman, 11-13 October 2026*

## IATA SMS Program



# IOSA Program



Global Safety audit program managed and controlled by IATA



Based on ICAO safety and security provisions and industry best practices



**Who is it for?**

All commercial passenger & cargo airlines, regardless IATA membership status

# IOSA and Regulators



## ICAO Endorsement 35<sup>th</sup> Session of ICAO Assembly:

*"recognized value of IOSA as a complementary measure to the regulatory oversight activities of States."*

and stated that IOSA

*".. will need the continued support of regulatory authorities worldwide.."*

**ICAO 38th Assembly** endorsed IOSA and its elements under Enhanced IOSA for its Global safety benefits.

4 October 2026



# Risk-based Audit Concept

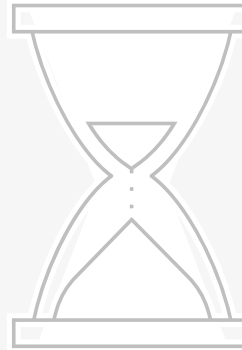
IOSA Risk-based approach will contribute to reduction in consecutive accidents through improved audit philosophy



Today

Tomorrow

- Standard audit checklist for all operators in all audits
- Compliance-driven auditing
- Static IOSA reports and forms



- Tailored audit scope focusing on pertinent safety risks ✓
- Maturity assessment for SMS and safety relevant programs ✓
- Digital reporting, risk engine ✓

Contribute to consecutive reduction in accident rates

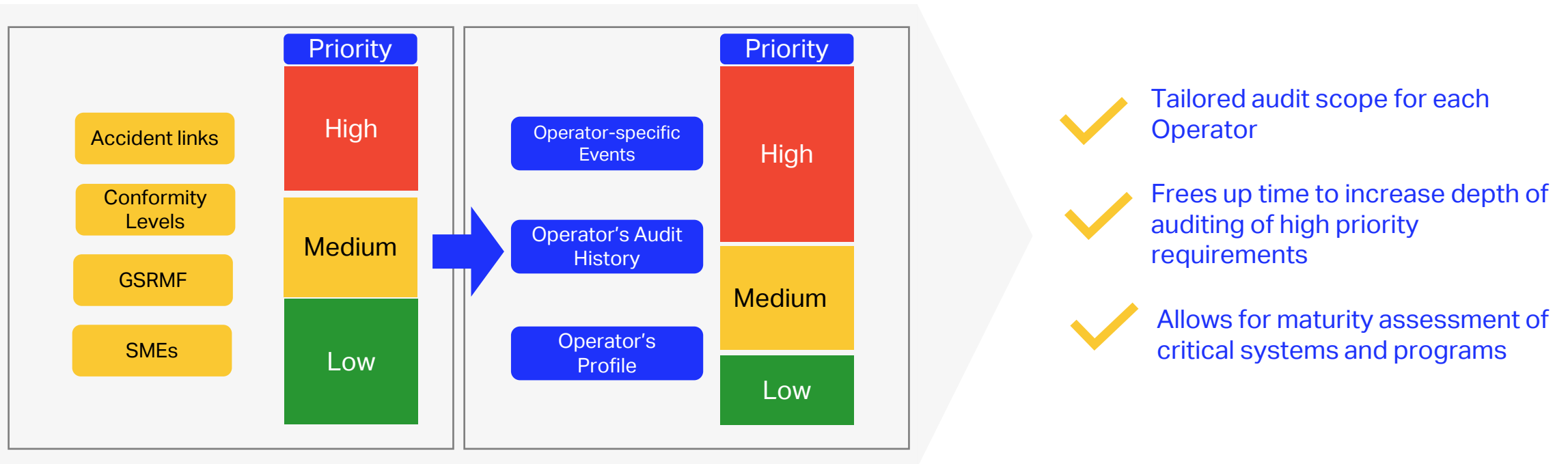
# Risk-based Audit Scoping

The audit scope will be reduced to critical standards and a selection of recommended practices, (ISARPs) freeing up valuable time



## Industry Standards prioritization

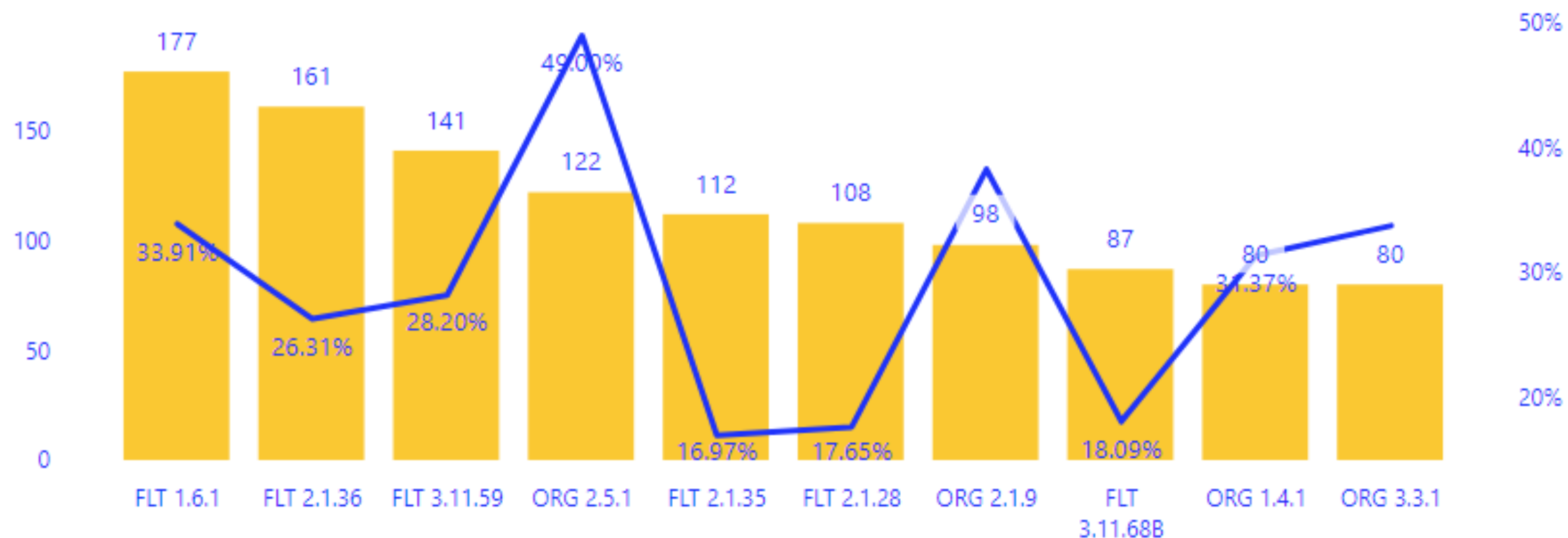
## Operator Audit Scoping



ISARPs - IOSA Standards and Recommended Practices  
 GSRMF – Global Safety Risk Management Framework  
 SMEs – Subject Matter Experts

# Risk-based IOSA

## Top Findings (2025)

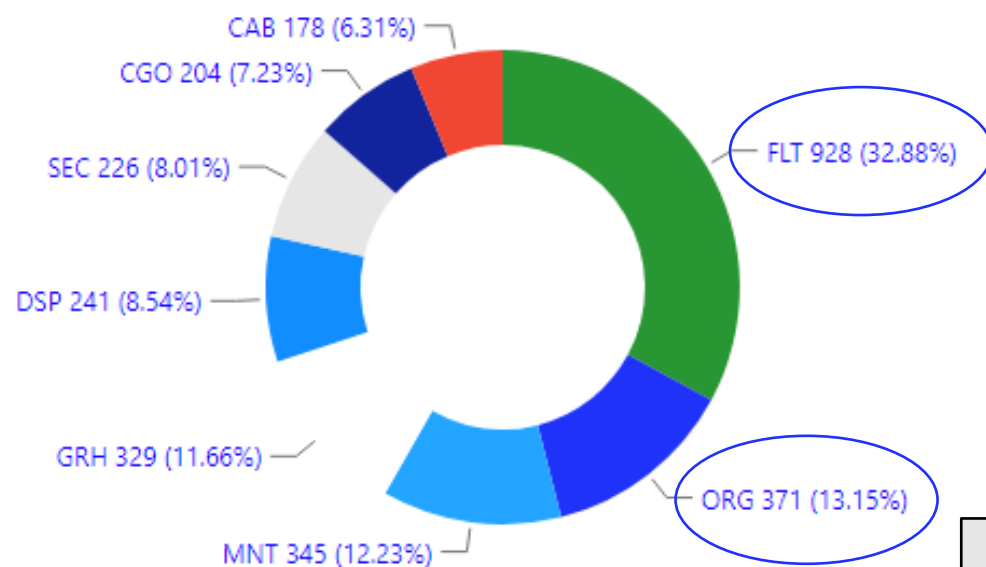


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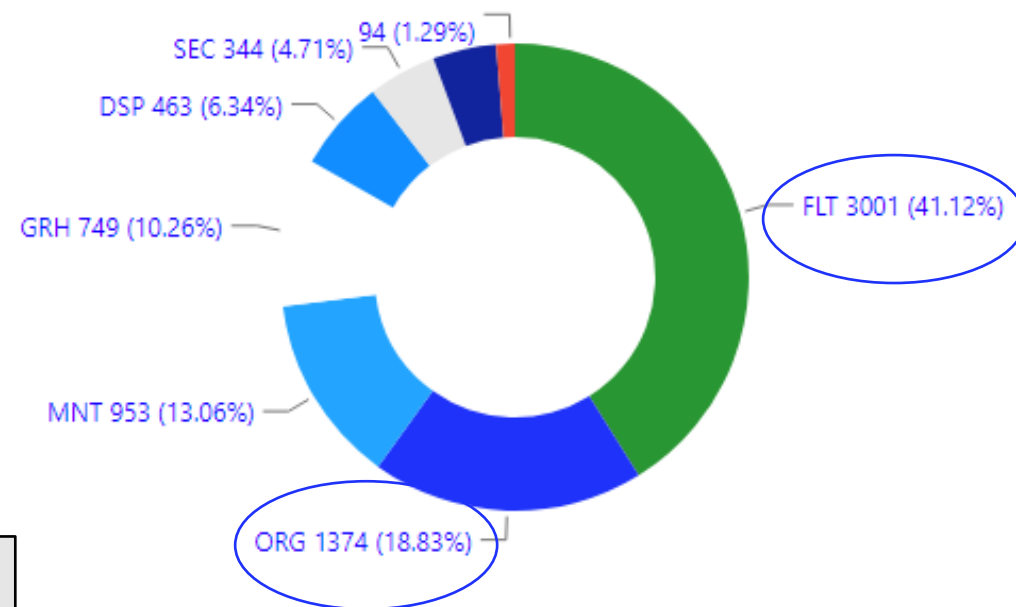
# Findings per Discipline

Initial vs Risk-based Audits 2025

## Initial Audits



## Risk-based Audits

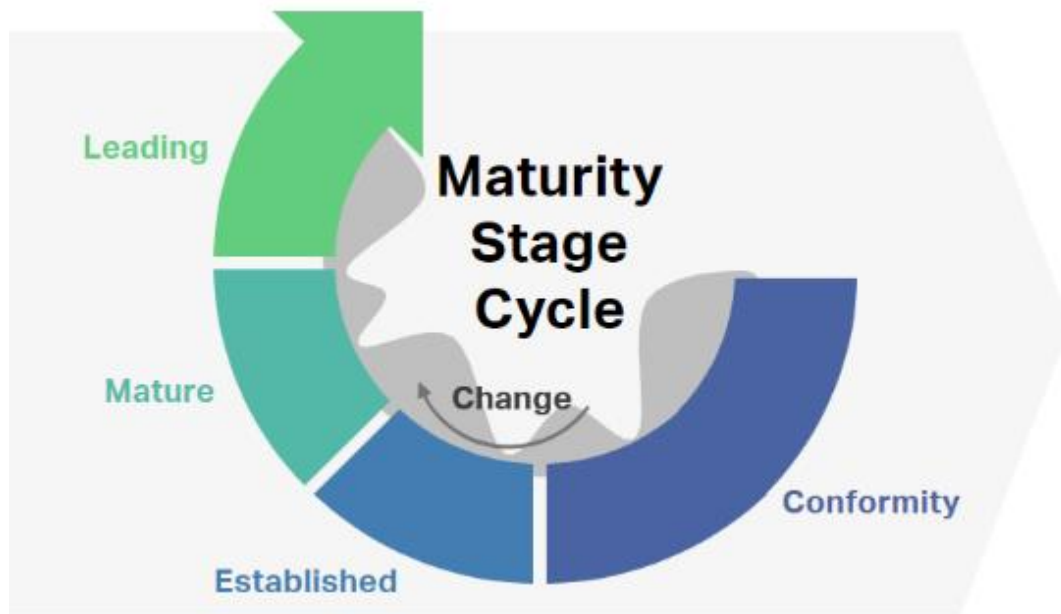


Maturity  
Assessment  
Implementation

4 October 2026

# Maturity Assessment

Maturity assessment introduces deeper and more complete way of providing airline with an evaluation of its relevant safety systems and programs



Assessment beyond conformity through maturity levels



Deeper assessment of SMS and operational activities



Recommendations for operators

## Maturity Assessment of following areas

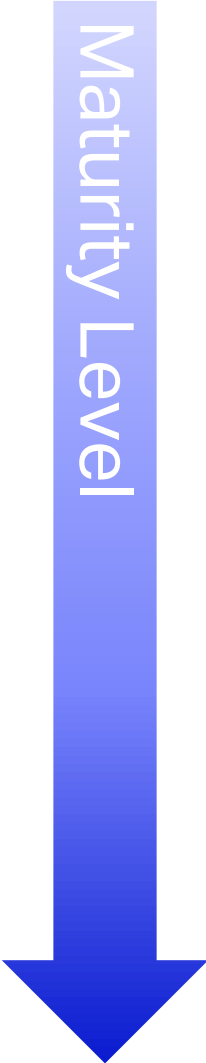
### SMS

- Management & Control
- Safety Assurance & Monitoring
- Safety Risk Management
- SMS Training & Communication

### Operating Safety Maturity

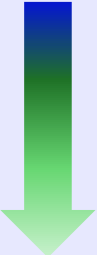
- Crew Training
- Flight Data Analysis

# Maturity Assessment – Example



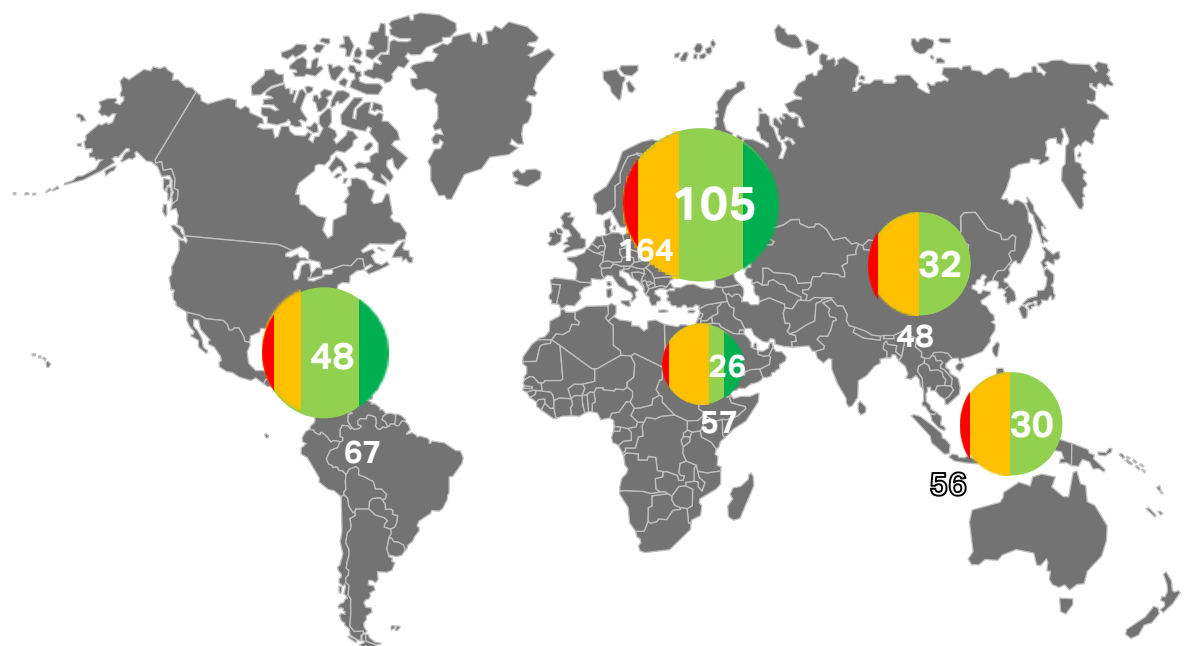
| Maturity Level                | Criteria                                                                   | Points |
|-------------------------------|----------------------------------------------------------------------------|--------|
| <b>Documented</b><br>0 – 1    | <input type="checkbox"/> Documentation complete                            | 1      |
|                               | Documentation mostly in place and accurate                                 | 0.75   |
|                               | <input type="checkbox"/> Documentation partially in place                  | 0.5    |
|                               | Basic documentation, main components missing                               | 0.25   |
|                               | No documentation in place                                                  | 0      |
| <b>Implemented</b><br>1.1 – 2 | <input type="checkbox"/> Full implementation and suitability               | 1      |
|                               | Mostly implemented and suitable                                            | 0.75   |
|                               | Partially implemented and suitable                                         | 0.5    |
|                               | <input type="checkbox"/> Basic implementation, no suitability              | 0.25   |
|                               | No implementation                                                          | 0      |
|                               | Suitability Considerations                                                 |        |
|                               | • Scope of the system relevant to type, size, and complexity of operations |        |
|                               | • Availability of tools and systems used                                   |        |
|                               | • Available resources                                                      |        |
|                               | • Processes and procedures                                                 |        |
|                               | • Organizational structure of Quality Assurance                            |        |

# Maturity Assessment – Example

| Maturity Levels | Maturity Level         | Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Points                                                                                |
|-----------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|                 | Established<br>2.1 – 3 | <ul style="list-style-type: none"> <li>Operator compiles and analyses data, which is shared with the rest of the organisation</li> <li>The interface between internal audits and the safety risk management processes is clearly described.</li> <li>Relevant standards to be monitored by QA are clearly identified</li> <li>Audits are performed using current (up-to-date) standards.</li> </ul>                                                                                                                  |    |
|                 | Mature<br>3.1 – 4      | <ul style="list-style-type: none"> <li>Scheduling of audits is risk-based with clear criteria.</li> <li>Opportunities for improvements in Operations and maintenance systems are identified and implemented;</li> <li>Audits of high-risk areas are performed at least annually.</li> <li>Audits are complemented by inspections as needed.</li> <li>The QA program is managed through an effective IT tool / database.</li> <li>Audits are performed with full independence from the audited department.</li> </ul> |    |
|                 | Leading<br>4.1 – 5     | <ul style="list-style-type: none"> <li>Operator analyses industry trends to improve compliance methods and safety risk mitigation</li> <li>Operator shares information with other industry players to enhance industry trend analysis on similar issues</li> <li>Audits are performed based on a process-based approach.</li> <li>Repetitive findings are identified and escalated.</li> </ul>                                                                                                                       |  |

# IATA SMS Program

Current Status after +443 RBI<sup>1</sup>



**~100%**  
IOSA  
Carriers

MA  
Results



40% of audited carriers  
are still below Mature level

Maturity Index  
Worldwide Average

Mature - 3.22\*

- 12% of audited airlines went already through the second RBI
- 75% of them increased their Safety Maturity Index

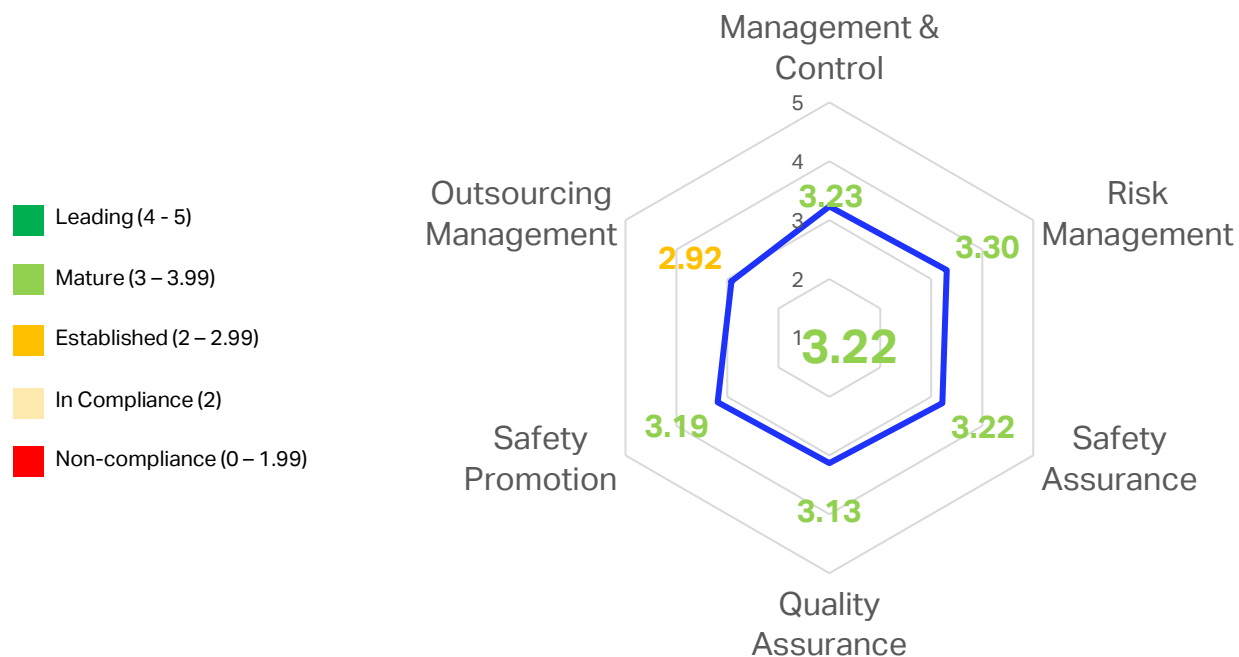
\*First RBI result excluded when a second RBI audit was held

<sup>1</sup>RBI Audits carried out during Q3 2026 excluded.

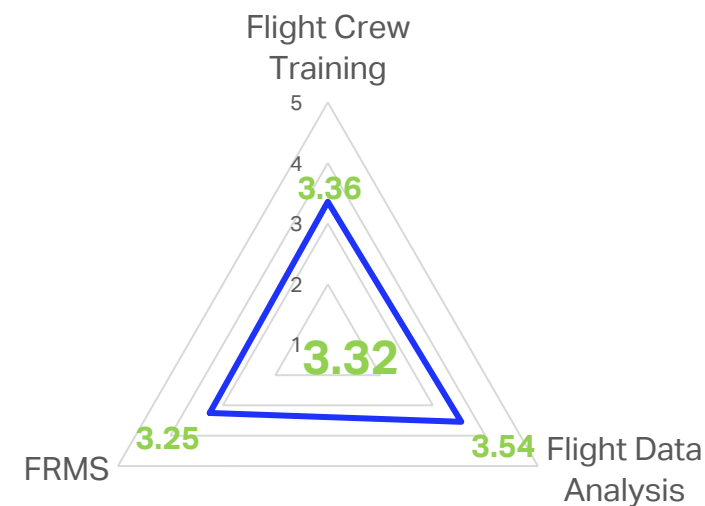
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# Worldwide Maturity Overview

## Worldwide Safety Maturity Index<sup>1</sup>



## Operating Safety Index<sup>1</sup>



# IATA SMS Program

## Where are the gaps?<sup>1</sup>

### Top Priorities – at start of the program

#### 1. Safety Assurance

- Change Management
- Use of proactive SPLs
- Sharing safety objectives with contracted orgs
- Setting SPLs linked with safety objectives

#### 2. Outsourcing management

- Selection process inconsistent + selection criteria lacking
- Use of performance indicators
- Risk assessment of monopoly providers

#### 3. Quality Assurance

- Independence
- Integration with SMS
- Lack of root cause training
- Auditor qualifications + training
- Findings to be risk-rated



### Top Priorities – at end of Semester 1 2026

#### 1. Outsourcing management

- Selection process inconsistent + selection criteria lacking
- Use of performance indicators
- Risk assessment of monopoly providers

#### 2. Quality Assurance

- Auditor and auditee competencies
- Root cause analysis depth
- Integration with SMS processes
- Risk-based quality processes

#### 3. Safety Promotion

- Structured dissemination of lessons learned
- Limited use of Safety Surveys and initiatives to improve safety reporting
- SMS Training not tailored to roles and responsibilities
- Training effectiveness measurement

# IATA SMS Strategy

Strengthen airlines safety systematically through mature, risk-based, and collaborative Safety Management Systems.



- Ensure greater consistency and quality of Maturity Assessments, and IOSA team SMS upskilling
- Increase value of ORG findings in driving members' performance improvement



- Drive SMS Maturity continuous evolution toward Leading levels
- All the Operators have the tools needed to build and advance their SMS



- Advocate for SMS practices and standards setting globally to reflect the needs of our members
- Enhance IATA SMS influence through Training and Promotion

# Major achievements so far

## **Maturity Assessments**

**Ongoing** project in collab. with QC and IOSA teams

## **SMS Page in IATA Connect** (Launched Apr.26)

5 blogs published as Guidance Material so far  
+3500 views +110 countries

## **ICAO Working Paper**

WP for Annex 19 improvements presented and accepted at the SMP meeting in Brisbane

## **Deliver SMS Training**

To Safety and IOSA teams in YMQ and SIN  
Pending teams in GVA (Oct 26)

## **AFI SMS Workshop**

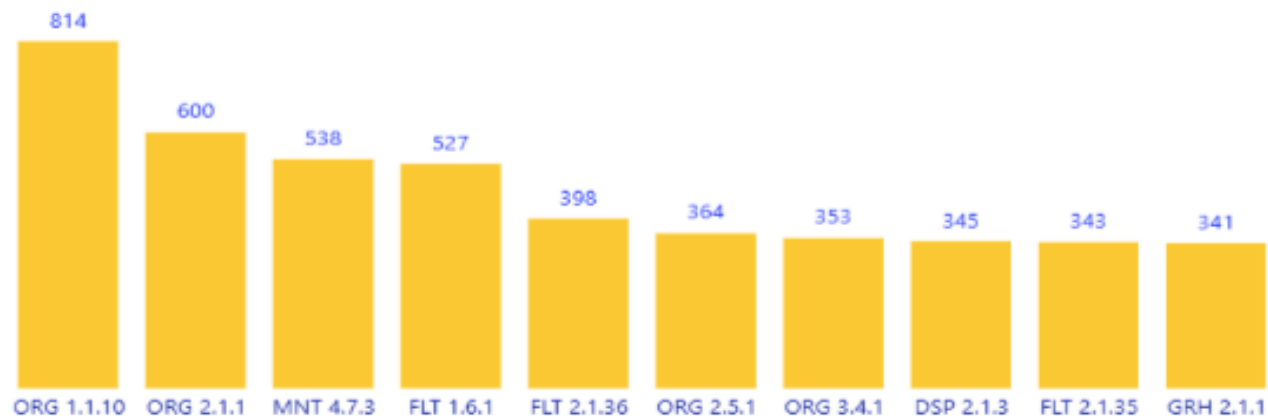
2-day workshop in Nairobi  
Mature and Leading practices discussed from different perspectives

## **IATA SMS Training products revamp**

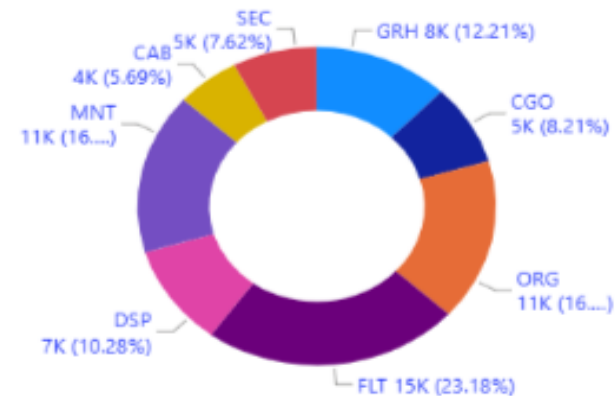
E-book for Aviation Safety Fundamentals reviewed and updated

# IOSA Audits top findings /Observations

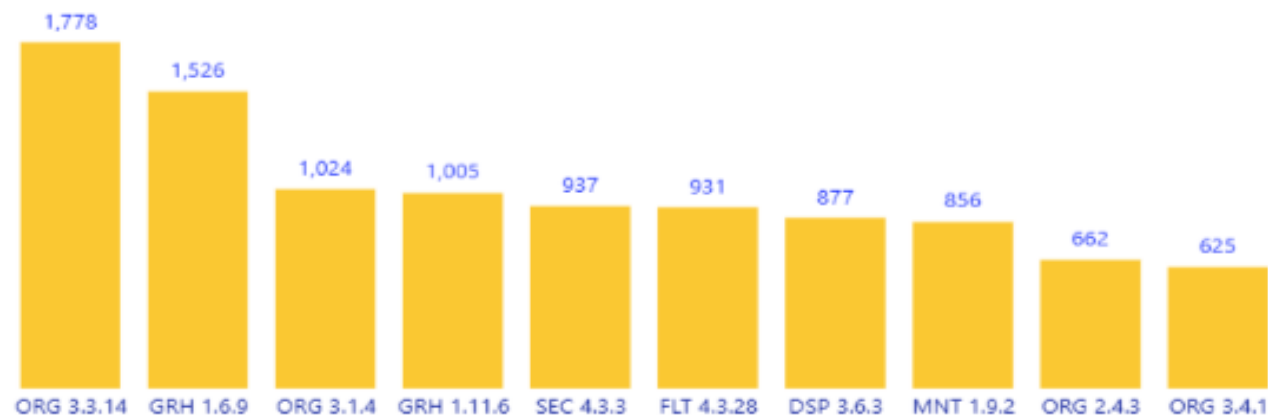
Top Findings



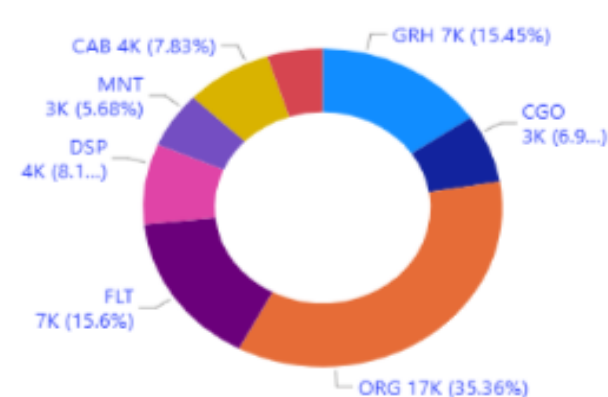
Findings per Discipline



Top Observations



Observations per Discipline



# What questions do you have?

## Thank You

