



WORKING PAPER

**SPECIAL AFRICA-INDIAN OCEAN (AFI)
REGIONAL AIR NAVIGATION (RAN) MEETING**

Durban, South Africa, 24 to 29 November 2008

Agenda Item 5: Development of a set of comprehensive programmes in the safety field (Safety Committee)

IATA SAFETY PROGRAMMES AND INITIATIVES

(Presented by the International Air Transport Association)

SUMMARY

This paper presents IATA's on-going programmes and initiatives, and invites States and all aviation stakeholders to fully support these programmes in order to enhance safety and efficiency of air transport operations in the AFI Region.

Action by the meeting is in paragraph 2.

1. INTRODUCTION

1.1 To continue helping its members in increasing safety and efficiency, IATA has developed various programmes and initiatives. This paper focuses on these programmes in the AFI Region.

1.2 IATA Operational Safety Audit (IOSA)

1.2.1 The IOSA programme is an internationally recognized and accepted evaluation system designed to assess the operational management and control systems of an airline. IOSA uses internationally recognized audit principles and is designed to conduct audits in a standardized and consistent manner.

1.2.2 To assist airlines, IATA has established the Partnership for Safety (PfS) Programme, which provides training to personnel of airlines and Civil Aviation Authorities.

1.2.3 As a result of PfS activities all African IATA member airlines were audited by the end of 2007. As of 1 January 2009, placement on the IOSA registry is required for all airlines worldwide in order to achieve and maintain IATA membership.

1.2.4 Partnership for Safety Plus (PfS+) was an additional IATA initiative to assist airlines in closing findings from their initial audits, and to prepare for renewal audits by maintaining IOSA compliance. This initiative was extended also to some non-IATA airlines.

1.2.5 In the spirit of Resolution A36-2 (Unified strategy to resolve safety-related deficiencies) some AFI States (Egypt and Madagascar) have adopted IOSA as part of their safety oversight requirements while others (the Democratic Republic of the Congo, Nigeria and Tunisia) have shown similar interest.

1.3 IATA Safety Audit for Ground Operations (ISAGO)

1.3.1 The implementation of the IATA Safety Audit for Ground Operations (ISAGO) aims at increasing safety while reducing the amount of audits ground handlers are subject to today. The ISAGO programme utilizes internationally recognized auditing principles, similar to IOSA.

1.3.2 To respond to the diversity of ground services, ISAGO has been built upon audit standards applicable to all ground handling companies worldwide, coupled with a uniform set of standards of relevance to the specific activities of any ground handler. As a result, the ISAGO audit can be applied consistently to multinational ground handlers, as well as to smaller companies providing services at a single station.

1.3.3 In the AFI Region, two ISAGO workshops have been conducted in 2008. Two ground service providers operating at Addis Ababa Bole and Harare international airports have given their commitment for ISAGO and have applied for audits.

1.4 IATA Safety Trend Evaluation Analysis and Data Exchange System (STEADES)

1.4.1 The IATA Safety Trend Evaluation Analysis and Data Exchange System (STEADES) is a service to the aviation industry, whereby airline operators as well as other stakeholders such as ground handling providers collect and send operational safety reports to IATA regularly. The information received by IATA is de-identified, consolidated and analyzed based on available global data, and safety concerns and prevention strategies are identified and shared with participants. A query tool allows participants to have direct access to portions of the de-identified data through the Internet.

1.5 Implementation Plan for Safe Operations in Africa (IPSOA)

1.5.1 IPSOA is a partnership project using Flight Data Analysis (FDA) to improve safety and efficiency. It allows up to thirty African airlines access to IATA's FDA tool over a three-year period, offering the capability to statistically analyze data from actual flights to improve procedures and monitor compliance. FDA offers critical insight for aircraft maintenance by using data to monitor engine condition trends and aircraft fuel usage.

1.5.2 In the AFI Region, thirty-four airlines were invited to provide their fleet data and to participate in the programme; six positive reactions have been recorded to date.

1.6 IATA Training and Qualification Initiative (ITQI)

1.6.1 IATA, joining forces with key industry stakeholders. These include airframe manufacturers as well as ICAO, the International Business Aviation Council (IBAC) and the Flight Safety Foundation (FSF). Deficiencies in flight crew training were cited as contributing factors in over 20 per cent of all accidents in 2007. Manual handling and/or flight control errors by crews were noted in almost 40 per cent of all accidents. ITQI will address quality and harmonization requirements in training licensed personnel. Flight crew training and proficiency are key issues, which the industry needs to address. ITQI will deliver global solutions that aim at enhancing the quality of training and increasing the number of licensed personnel. The ITQI project was initiated in 2008 and should be available at the at the end of 2009.

2. ACTION BY THE MEETING

2.1 The meeting is invited to:

- a) note the programmes and initiatives developed by IATA in order to implement industry requirements for enhanced safety and efficiency of air transport operations, as presented above;
- b) recommend that States and concerned aviation stakeholders support IATA safety programmes and initiatives, such as IOSA, ISAGO, STEADES, IPSOA and ITQI, by utilizing them as appropriate as part of their safety improvement policies/strategies; and
- c) recommend that States raise awareness of these programmes amongst operators in the region.

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