

**54th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Ulaanbaatar, Mongolia
07 — 11 August 2017*

**AGENDA ITEM 3: AVIATION SAFETY AND
AIR NAVIGATION**

IATA OPERATIONAL SAFETY AUDIT (IOSA)

(Presented by International Air Transport Association)

INFORMATION PAPER

SUMMARY

The IATA Operational Safety Audit (IOSA) program is an internationally recognized and accepted evaluation system designed to assess the operational management and control systems of an airline. The IOSA Standards and Recommended Practices (ISARPs) are based on ICAO provisions and industry best practices (e.g. Annex 1, 6, 8, 13, 17, 18 and 19). All IATA member airlines are IOSA registered and must remain registered to maintain IATA membership. As IOSA registered operators, airlines demonstrate a reliable assurance program and contribute to an increasing safety performance worldwide.

IATA OPERATIONAL SAFETY AUDIT (IOSA)

1. INTRODUCTION

1.1 The IATA Operational Safety Audit (IOSA) as of 14 June 2017, has 421 operators on its Registry. Since 2003, over 2300 IOSA Audits have been completed and over 7500 IOSA audit report request have been made. The total accident rate for IOSA carriers between 2012 and 2016 was 3times lower than the rate for non-IOSA carriers. As such, IOSA has become a global standard, recognized well beyond IATA membership. As of June 15 2017, 421 Airlines are on the IOSA registry (274 IATA Members, 147 Non-members).

1.2 The initial goals of establishing a broad foundation for improved operational safety and security and eliminating redundant industry audits have been reached. IOSA has registered operators from 135 countries worldwide.

2. IATA OPERATIONAL SAFETY AUDIT (IOSA)

2.1 Technical specifications contained in the ISARPs are primarily derived from ICAO Annexes. The IOSA Standards are regularly updated to reflect all relevant amendments to the ICAO Annexes in the IOSA requirements.

2.2 Through its effective measurement of relevant ICAO operator requirements, the IOSA Program complements the safety oversight functions of civil aviation authorities worldwide.

2.3 The US Federal Aviation Administration (FAA) and the Civil Aviation Administration of China (CAAC) use IOSA in the code-share approval process of foreign operators.

2.4 IOSA is also recognized as an Acceptable Means of Compliance by the EASA (spanning 28 European Union (EU) Member States) in the Third Country Operator authorization process and the code-share monitoring of non-EU carriers. Finland is the first EU country to start using IOSA as a tool to complement the safety oversight of Finnish aircraft operators. In the APAC Region, Australia has recently started to utilize IOSA as a complement to the regulatory oversight of foreign air operators.

2.5 In addition, currently some 10 countries embedded the use of the IOSA program in their national legislation to complement their oversight activities.

2.6 The above is complemented by the ICAO 38th Assembly recognition of the IOSA program's global safety benefit. The ICAO "*Manual of Procedures for Operations Inspection, Certification and Continued Surveillance*", states in the context for codeshare audits that "an internationally recognized audit system that may be acceptable to the State for the codeshare audit is the IATA Operational Safety Audit (IOSA) programme."

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) formally endorse IOSA as a complementary measure for State Safety Oversight Activities, as well recommend to their member States to make stronger use of IOSA and the information it provides.