

Risk-based IOSA FAQs

1. What do we mean by the term 'Risk-Based' in the context of IOSA?

The current IOSA audit assesses an airline's conformity with the IOSA Standards and Recommended Practices (ISARPs). The term 'Risk-Based' describes an audit concept under which the audit scope is tailored to areas pertinent to the individual airline's needs (see example below). The audit includes new methods such as a maturity assessment of the airline's relevant safety systems and programs.

Audit Scoping	Today	Future
<ul style="list-style-type: none"> Worldwide runway excursion rate has been increasing. Operator has been demonstrating conformity with a non-critical ISARPs for several consecutive audits 	<ul style="list-style-type: none"> All ISARPs are audited regardless of their universal criticality. 	<ul style="list-style-type: none"> ISARPs prioritized in regular intervals. In this example, ISARPs related to runway excursions are identified as high priority and audited in-depth.
	<ul style="list-style-type: none"> All ISARPs are audited regardless of their criticality for the operator. 	<ul style="list-style-type: none"> Audit scope tailored to the operator's operating profile and audit history. ISARPs with low criticality may be audited at lower frequency to allow focus on high-criticality ISARPs.

2. Why are we changing IOSA?

IOSA has successfully introduced a common safety standard in the airline industry. The reduction of consecutive accident rates in the airline industry is an industry and Board priority for IATA. Through a tailored audit and maturity assessment IOSA aims to further strengthen an airline's operational safety profile.

3. IOSA is intended to assess an airline's adoption of the ISARPs. The audit results enable civil aviation authorities to evaluate an airline's compliance levels. Won't moving to a more tailored model affect the ability to evaluate compliance levels because each airline's risk factors may be different?

Leading state safety regulators are also moving towards a risk-based approach. There is support and enthusiasm for this new approach and regulators such as CASA Australia, EASA and the FAA are among the regulators and authorities which are supportive and closely engaged.

The IOSA audit will continue to assess conformity with its standards and recommended practices. The maturity assessment, which will form part of the confidential IOSA Audit Report, will introduce a new, more complete way of providing the airline with an evaluation of its relevant safety systems and programs. The determined maturity level will assist airlines in determining the next steps in improving their operational safety.

4. If IOSA will continue to assess conformity with the ISARPs, does that mean that there is still a common baseline for every airline, with the Risk-Based aspects conducted beyond that baseline? Can an airline "pass" the new IOSA but still have a low maturity level?

Yes. The IOSA audit will continue to require a baseline conformity with the ISARPs. The maturity assessment will introduce an assessment beyond the baseline. IOSA will not require any specific maturity level to be achieved beyond conformity.

5. How long will the transition take and who will perform the audits during the transition?

The transition is planned to take until the end of 2024. During preceding period, Risk-Based audits will be gradually introduced, and both traditional and risk-based audits will co-exist in the IOSA program.

Conventional IOSA audits will be conducted by the AOs whereas Risk-Based audits will be performed by auditors engaged directly by IATA. A policy has been agreed with IOSA governance groups through which IATA identifies the operators that will undergo a Risk-Based audit, and those that will undergo a conventional IOSA audit. IATA will assign the AOs to those operators.

The selection process has been published through [IOSA Operator Alert 33](#), available on the [IOSA documentation site](#).

6. Is the transition going to affect audit fees?

Audit fees for Risk-Based Audits remain unchanged. Travel and accommodation costs of the IOSA Auditors are payable by the operator.

7. Will the new Risk-Based IOSA method affect the renewal registration or the validation period?

The renewal registration and the renewal period will remain unchanged. However, potential future variable registration periods where high-performing carriers, as measured through the Risk-Based IOSA Maturity Assessment, may lead to efficiencies through extended audit schedules.

8. Will the introduction of Risk-Based IOSA modify the closing period of nonconformities?

No. the closing period for nonconformities will remain unchanged.

9. What were the results of the Risk-Based IOSA Trial Audits?

Trial audits indicated more effective and efficient auditing, through a more thorough evaluation, with greater auditor feedback in areas requiring attention. Furthermore, the audits indicated more areas of improvement and additional findings. However, those may not necessarily be due to a degradation of the operator's safety practices or driven by operational changes, but rather because of the enhanced audit methods.

The Maturity Assessment has also proven to be a valuable addition to the operators as an independent validation of their SMS maturity.

10. How can an operator best prepare itself for a Risk-Based IOSA Audit?

We are offering a wide range of information and initiatives to inform operators worldwide. These include, among others:

- Worldwide workshops: For more information, please [refer to Operator Alert 34](#)
- Comprehensive information at www.iata.org/risk-based-iosa
- Training solutions offered by IATA Training
- Individual care and support provided to the operator by dedicated IATA experts throughout the audit process
- IATA Safety Connect Community for Airline members: [Register to join](#)

11. Will there be training for operators on the IOSA Risk-Based audit method?

IATA has delivered and recorded several public Risk-Based IOSA webinars which can be accessed [here](#) after registration. The IOSA team also delivered a presentation on Risk-Based IOSA at the ICAO SkyTalks during the 41st ICAO Assembly. The recording can be accessed on ICAO TV [here](#).

IATA will also provide Risk-Based IOSA training for operators. Follow the [IATA Training site](#) for new developments.



12. Can I become an IOSA auditor?

IATA continues to recruit qualified auditors to form part of the upcoming Risk-Based IOSA trial audits including currently qualified IOSA Auditors. Among others, auditors in the IATA Asia-Pacific, Africa and North Asia regions are encouraged to apply, as well as Flight Operations auditors.

More information on how to become an auditor under Risk-Based IOSA is available [here](#).

13. Where can I obtain more information about these changes?

More information can be found at www.iata.org/risk-based-iosa.