

# IOSA FAQs

## What do we mean by the term risk-based in the context of IOSA?

The current IOSA audit assesses an airline’s compliance with the IOSA Standards and Recommended Practices (ISARP). 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"> <li>Worldwide runway excursion rate has been increasing.</li> </ul>	<ul style="list-style-type: none"> <li>All ISARPs are audited regardless of their universal criticality.</li> </ul>	<ul style="list-style-type: none"> <li>ISARPs prioritized in regular intervals. In this example, ISARPs related to runway excursions are identified as high priority and audited in-depth.</li> </ul>
<ul style="list-style-type: none"> <li>Operator has been demonstrating conformity with a non-critical ISARPs for several consecutive audits</li> </ul>	<ul style="list-style-type: none"> <li>All ISARPs are audited regardless of their criticality for the operator.</li> </ul>	<ul style="list-style-type: none"> <li>Audit scope tailored to the operator’s operating profile and audit history.</li> <li>ISARPs with low criticality may be audited at lower frequency to allow focus on high-criticality ISARPs.</li> </ul>

## Why are you changing IOSA?

IOSA has been successful in introducing a common safety standard in the airline industry. By introducing a tailored audit checklist, and through the maturity assessment process, these changes to IOSA are expected to further strengthen the airline’s operational safety profile.

## Hasn’t IOSA been successful in improving the industry’s safety performance since it was introduced?

The industry safety’s performance has improved over the decades. Data show that at the industry level, airlines on the IOSA registry consistently outperform airlines that are not. However, to achieve further incremental reductions in accidents, which is an industry goal, it is believed that a shift from a compliance-based toward a risk-based approach is needed.

## Have regulators requested that you change the IOSA program?

Leading state safety regulators are also moving towards a risk-based approach. There is general support for this new approach in the IOSA program. In principle, regulators such as CASA Australia, EASA and the FAA are among the regulators and authorities which are supportive of this initiative.

## IOSA is intended to assess an airline’s adoption of the IOSA Standards and Recommended Practices. 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?

The IOSA audit will continue to assess compliance 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.

**If IOSA will continue to assess compliance with ISARPs, does that mean that there is still a common baseline for every airline, with the risk-based aspects conducted beyond that baseline?**

Yes. The IOSA audit will continue to require a baseline conformity with the ISARPs. The maturity assessment will introduce an assessment beyond the 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.

**How long will the transition take?**

The transition is planned to take 3 years. During this period, risk-based audits will be gradually introduced. During this period both, traditional and risk-based audits will co-exist in the IOSA program.

**Is the transition going to affect audit fees?**

Audit fees are not expected to rise.

**Where can I obtain more information about these changes?**

More information can be found at [www.iata.org/iosa](http://www.iata.org/iosa).

**Will the audit take longer to conduct than the current IOSA process?**

The duration of the IOSA audit is not expected to change.

**Isn't there a conflict of interest if IATA conducts the audits?**

No. IATA performs the audits with independent auditors in compliance with conflict-of-interest rules.

**Who will perform IOSA Audits during the transition period?**

Compliance audits will be conducted as per current arrangements whereas risk-based audits will be performed by auditors engaged directly by IATA.

**What has been the response of the IATA membership to this?**

In general, we have registered strong interest among IATA members in the concept of transitioning IOSA to a risk-based approach. The perception is that this change will create added value.

**Why does this change to IOSA require you to transition from the existing model using external Audit Organizations?**

The Audit Organizations have contributed significantly to the success and growth of the IOSA program. IATA is changing this model to be able to continue serving its member airlines through a strong and sustainable program that is fit for the future.