Environmental Assessment

October 2019
Why IEnvA?

The IATA Environmental Assessment Program (or IEnvA) is an Environmental Management System specifically developed for the airline sector. The IEnvA Program is developed by airlines, IATA, and leading experts in the aviation industry and the environmental sustainability industry.

The IEnvA System is designed to be independently assessed by a team of IEnvA Assessors that consists of one IOSA Lead Auditor and one certified ISO 14001 auditor.

IEnvA Assessments take place every two years in accordance with IATA Operational Safety Audit (IOSA) rules while utilizing the same audit software, Audit Organizations, and a similar online registry.

The IEnvA program is based on the core principles of compliance with environmental obligations and a commitment to continual and management improvement. Continuous updates of the standards reflect regulatory revisions and environmental best practices.

The IEnvA program recognizes that airlines share common environmental challenges but also common solutions. The IEnvA Program efficiently and effectively overcomes these industry-common challenges by utilizing industry developed, tried, and tested recommended practices, saving airline Operators valuable time and human resources.
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<th><strong>IEnvA Benefits &amp; Tools</strong></th>
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<td><strong>Develop environmental strategy</strong></td>
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<td>IEnvA’s structured approach to environmental management provides your airline with an objective view of environmental impacts and issues that matter and where you should focus your efforts. This structured approach enables your airline to develop an environmental vision and strategy that is effective and relevant.</td>
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<td><strong>Image and credibility</strong></td>
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<td>The IEnvA Program sends a clear message to your stakeholders – that your airline takes sustainable growth seriously.</td>
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<td><strong>Improve legal compliance</strong></td>
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<td>Reduce costs associated with non-compliance with environmental obligations.</td>
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<td><strong>Lower costs and resource use</strong></td>
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<td>By using new technologies, monitoring and digitization, find new ways to reduce costs, reduce the use of resources and improve your airline’s footprint on the environment.</td>
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<td><strong>Robust processes and procedures</strong></td>
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<td>Develop new standard operating procedures and improve existing ones to ensure that compliance obligations are met and that your airline achieves its environmental targets and objectives.</td>
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<td><strong>Improved responsibility and accountability</strong></td>
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<td>Responsibilities and accountabilities are essential elements effective management. IEnvA requires that responsibilities are assigned, and accountability is clear for all roles related to the airline’s environmental efforts.</td>
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<td><strong>Reduced employee turnover</strong></td>
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<td>Attract and retain high-quality employees.</td>
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IEnvA, EOC, and SEAC

The IEnvA Program and its development are overseen by its members. The IEnvA Oversight Council (EOC) has a Chair that ensures that the EOC fulfils its role as set out by the EOC’s Terms of Reference provided by the Sustainability and Environment Advisory Council (SEAC). The EOC Chair reports all significant development and updates to the SEAC at the relevant SEAC meeting. The EOC acts as an advisor to the SEAC, other IATA bodies, and IATA management on all matters related to IEnvA and environmental management systems. The EOC consists of 5 to 15 members.

Getting started

Stage 1 and Stage 2

The IEnvA Program follows a sequential assessment and certification process. IEnvA Stage 1 implementation, assessment, and certification is the first step. IEnvA Stage 1 provides you, the Operator, with the tools necessary to understand the benefits IEnvA can provide and the associated resource requirements based on your airline’s unique circumstances.

Once the Operator has achieved IEnvA Stage 1 certification, IEnvA Stage 2 implementation, assessment, and certification is the next step.

IEnvA Stage 1 is provided at no cost to IATA member airlines. IEnvA Stage 1 is a mandatory requirement for Stage 2. Without IEnvA Stage 1 certification, Stage 2 implementation is not possible.
How to get started

Steps 1-6 typically takes from 12 months to 24 months to complete.

1. Request IATA (holderq@iata.org) to prepare an IEnvA Stage 1 MOU for your airline. The IEnvA Stage 1 MOU is required for the non-disclosure and allowing sharing of information and for me to secure budget for your airline’s Stage 1 assessment. The person in contact from the Operator will be seen as the IEnvA Focal Point for the Operator.

2. IATA will establish contact with the Operator and, in conjunction with the Operator, set a date for a two-day on-site induction/workshop where an IATA SME works with you and other relevant persons/roles on the process and best way to achieve Stage 1 certification (Gap Workshop).

3. IATA, in conjunction with the Operator, will establish a suitable Stage 1 assessment date.

4. Stage 1 Assessment takes place – Stage 1 Assessments take place online, and no assessors will be required on-site!

5. Operator achieves certification to IEnvA Stage 1.

6. The Operator enters into an IEnvA Stage 2 agreement. (The operator’s option for carrying on with IEnvA Stage 2 participation.)
**Flight Operations (CORE Mandatory)**

- Global activities to be considered shall include:
  - Aircraft taxi
  - Aircraft take-off
  - Aircraft cruise
  - Aircraft approach
  - Cabin operations during flight
  - Emergency and unforeseen situations

- Local activities to be considered shall include:
  - Aircraft turn-around: Above-wing & below-wing
  - Lifecycle and procurement of aircraft and cabin products

**Corporate Buildings (CORE Mandatory)**

- Activities at local corporate buildings to be considered shall include:
  - Facilities Management
  - Office Activities
  - Lifecycle and procurement products relating to facilities management and office activities

**Maintenance Repair and Overhaul (CORE+ Optional)**

- Local activities to be considered shall include:
  - Maintenance, repair and overhaul functions*
  - Facilities management (if excluded from CORE)
  - Lifecycle and procurement related to MRO activities

* Includes:
  - Engine and APU testing
  - Component replacement and refurbishment
  - Use of power tools and hydraulic equipment
  - Engine parts cleaning and blasting
  - Parts painting and surface treatment
  - Aircraft systems and component testing
  - Use of oils, lubricants and greases
  - Aircraft decommissioning

**Ground Handling (CORE+ Optional)**

- Local activities to be considered shall include:
  - Fueling of aircraft
  - Baggage loading and unloading
  - Cargo/Freight loading and unloading
  - De-icing
  - Waste-water disposal
  - Passenger transportation
  - Aircraft Movement
  - Lifecycle and procurement related to Ground Handling activities

**Catering (CORE+ Optional)**

- Local activities to be considered shall include:
  - Food preparation
  - Washing of rotables
  - Waste management
  - Transportation/loading and unloading (includes vehicles)
  - Facilities management (if excluded from CORE)
  - Lifecycle and procurement related to Catering activities
The IEnvA Program was developed in 2018 to improve coordination of IEnvA development work between IATA, the EOC and IEnvA Operators, and keep EOC members on top of the latest developments of all the most important aspects of the program.

The IEnvA Program Plan has four distinct categories, allowing airline participation in IEnvA development work in only the areas where an airline has an interest in contributing. The four areas of the IEnvA Program Plan is as follows:

**Vision:** The IEnvA Vision category is concerned with the strategic development of the IEnvA Program and covers areas such as the IEnvA vision statement, members, cost of the program, growth expectations and resource planning to support that growth.

**Awareness:** The IEnvA Awareness category covers training, marketing, and promotional areas of the IEnvA Program but also the general awareness and recognition of the IEnvA Standard inside the aviation industry and for external parties.

**Collaboration:** The IEnvA Program is built upon strong industry participation and collaboration for developing and improving environmental performance for airlines. This section is concerned with IEnvA meetings (such as the EOC and EOCT meetings), IEnvA update calls, webinars, and information distribution.

**Technical Review:** The IEnvA Technical Review category is concerned with all the technical aspects of the program, mainly the review and improvement of the IEnvA Standards Manual (IESM), the IEnvA Program Manual (IEPM) and the IEnvA Implementation Handbook.
IATA and the IEnvA Oversight Council have developed an Illegal Wildlife Trade (IWT) Assessment Manual that provides Standards and Recommended Practices that are compatible with the requirements of the United for Wildlife Transport Taskforce’s Buckingham Palace Declaration and the 72nd IATA AGM Resolution on IWT.

The Standards and Recommended Practices contained in this manual can be implemented by IEnvA airlines and subsequently be independently assessed by an Environmental Assessment Organization (EAO).

The IEnvA Registry details those airlines that have been IWT Certified. Usage of the United for Wildlife Logo is possible for IWT Certified airlines.

Get in contact

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