IEnvA implementation

What is an Environmental Management System?

An EMS is similar to a Quality Management System, an Energy Management System, and a Safety Management System (SMS). Well known to airlines, an SMS is a business-like approach to safety with its systematic, precise, and proactive approach to safety. In a similar way, an Environmental Management System (EMS) manages the aspects of an organization’s environmental impacts, environmental performance and compliance obligations through a structured, systematic, and documented approach.

IEnvA follows the requirements set by other internationally recognized Environmental Management Systems, of which, the most notable is the ISO14001:2015 Environmental Management System standard.

The IEnvA Standards are developed by IATA with guidance and input from Société Générale de Surveillance (SGS) and is also independently verified to comply with the requirements of ISO14001:2015.

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.
Benefits of IEnvA and good environmental management

IEnvA Tools

| IEnvA guidance, management plans, supporting material and recommended practices to deal with the most important impacts the industry is dealing with |
| Outstation compliance database (under development) |
| IEnvA technical meetings to stay on top of the latest developments in environmental management |

Develop environmental strategy
A structured approach to environmental management provides your business with a clear view of environmental impacts and issues that matter and where the business should focus its efforts. This structured approach allows a business to develop an environmental vision and strategy that is effective and relevant.

Image and credibility
The IEnvA Program sends a clear message to your stakeholders – that your airline takes sustainable growth seriously.

Improved control over the implementation of changes
The IEnvA Program is based on the principle of documented controls and procedures. Controls allow for clarity on the way forward, especially during changes in the airline.

Improve legal compliance
Reduce costs associated with non-compliance with environmental obligations.

Lower costs and resource use
By using new technologies, monitoring and digitization, find new ways to reduce costs, reduce the use of resources and improve the footprint on the environment.

Robust processes and procedures
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.

Improved responsibility and accountability
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.

Reduced employee turnover
Attract and retain high-quality employees.

Improve environmental performance
Set environmental targets and objectives and continually improve environmental performance.
Overview of IEnvA, the EOC, and SEAC

IEnvA Oversight Council

The IEnvA Program and its development are overseen by 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.

EOC Terms of Reference

In general, 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.

The latest EOC Terms of Reference is available from IATA or on MS Teams.

Getting started with IEnvA

Signing up

Program Structure

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.
Steps for signing up

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. Some ongoing engagements/meetings as required, where IATA assist and help to get your airline ready for the Stage 1 assessment.

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

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

6. Operator achieves certification to IEnvA Stage 1.

7. The Operator enters into an IEnvA Stage 2 agreement. (The operator’s option for carrying on with IEnvA Stage 2 participation.)
A brief overview of IEnvA implementation

The IEnvA Standards Manual and Structure

All IEnvA Standards (also referred to as ESARPS) are contained in the IEnvA Standards Manual (IESM). A Standard can be identified by its individual identifier; for example, the identifier for the first standard in the LEADERSHIP section is LED 1.01. The identifier for the third Standard in the CONTEXT AND UNDERSTANDING section is CXT 2.03.

The IEnvA Standards Manual consists of the following sections:

1. Leadership
2. Context and Understanding
3. Environmental Management Plans
4. System and Documentation
5. Engagement
6. Action
7. Review
8. Improvement

Scope of an Operator’s IEnvA System

An IEnvA System’s scope is one of the key differentiators of IEnvA when compared to generic EMSs. An IEnvA System’s Scope always includes the Operator’s Flight Operations and its Corporate Facilities.

Flight Operations

This includes all cabin operations on all the Operator’s commercial flights. This does not include ground operations! However, because cabin operations can be influenced by services like ground operations, available airport facilities, and local legislative requirements, Operators will often include these items as descriptive or informational fields in their scope definition. The most common ways for Operators to document their Flight Operations Scope is by Aircraft Type or by Destination. However, the Operator decides to document the scope, it has to be clear and understandable. For the latest details on activities that are included in the Flight Operations scope for IEnvA, please consult the latest IESM (from Edition 3.6) or contact IATA.

Corporate Facilities

Corporate facilities include the most prominent buildings (rented, owned, used, etc.) in the Operator’s country of origin. The Operator is required to have a clear account of the buildings, sites, spaces, and processes that are inside the Scope of its IEnvA System. For the latest details on activities that are included in the Corporate scope for IEnvA, please consult the latest IESM (from Edition 3.6) or contact IATA.

Functions and Facilities Outside the Minimum Scope

The IEnvA System does not limit Operators to just the minimum scope of Flight Operations and Corporate Facilities. Operators may decide to expand their IEnvA Scope to include any buildings, processes, spaces, and offices for the Operator itself or for an MRO, Catering or Ground Handling function anywhere around the world. Should this be the case, and the Operator’s IEnvA Scope goes beyond the minimum IEnvA Scope, the Operator is required to engage with IATA on the matter well in advance of implementation and to prepare for an Assessment. Without any consultation with IATA or IATA’s engagement with the relevant Assessment Organization about the scope, the IEnvA Assessment and certification will always be limited to the minimum scope, regardless of the documented Scope of the Operator.

For implementation and assessment (both internal and external) purposes, understanding the scope of the Operator’s IEnvA System is essential. The Operator’s Scope definition defines where the IEnvA Standards apply and, very importantly, where they do not apply.
IEnvA Core and IEnvA Core+ Scope (Under review)

**Flight Operations (Core Scope – 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 Scope – 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+ scope – 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+ scope – 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+ scope – 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
Environmental Context and Compliance Obligations

Once the Scope of the Operator’s IEnvA System has been clearly defined and documented, all possible elements that can influence the IEnvA System, environmental performance, environmental management and the Operator’s Compliance Obligations that are inside this scope will then be identified:

Environmental Aspects and Impacts

The identification of aspects of day to day and abnormal operations and their related impacts are the next key step in an EMS. These Environmental Aspects and Impacts will be rated for significance.

Stakeholders and Interested Parties

A new requirement from IESM 3.5, the Operator is required to identify all the Stakeholders and Interested Parties who can have an effect on the Operator’s EMS, environmental performance or environmental management with the purpose of understanding the identified stakeholders’ needs and expectations.

Influences

A new requirement from IESM 3.5, the Operator is required to identify any Internal and External Influences whether internal or external that can have an effect on the Operator’s EMS, environmental performance or environmental management.

Risks and Opportunities

A new requirement from IESM 3.5, the Operator is required to identify any additional risks and opportunities that in addition to what has already been identified. While the Operator is not required by the IEnvA system to rate significance in of the identified risks and opportunities, an Operator is free to go this ‘extra mile’ should they choose to. At a minimum, these documented Risks and Opportunities will serve a subjective purpose for the Operator, and that is fully aware of these and potentially take these into account in the further design and implementation of the EMS.

Compliance Obligations

The Operator is required to identify all applicable legal and other obligations, including the identified needs and expectations of its stakeholders and document these in the Compliance Obligations Register. Furthermore, the Operator is required to do a “compliance audit” or have an Operational Control listed for each Compliance Obligation.

Environmental Management Plans

Environmental Management Plans (EMPs) have to be developed for all significant Aspects and Impacts, significant Influences, and all Compliance Obligations. What is an EMP then? It is a plan or process that will ensure either compliance, maintaining a certain level of environmental performance or reaching a set objective. An EMP can be any of (but is not limited to) the following:

An objective and a plan to reach that objective

An Operator may choose to set objectives as it sees fit. Often objectives will be set for the longer term, non-compliance related items such as CO2 emissions reductions, use of biofuels, switching offices to renewable electricity, the usage of greywater, etc.

An Operational Control

Also known as a Standard Operating Procedure (SOP). An Operational Control will be used for ensuring day-to-day compliance with the Compliance Obligations (instead of doing a Compliance Audit). An Operator may also choose to use an Operational Control to control usage of office paper, printing, office and onboard waste segregation and other non-compliance obligations as the Operator sees fit.

Any other plan that conforms to the IEnvA requirements

Training, or any other actions to ensure compliance, the achievement of objectives, improvement of environmental performance or environmental management.
The IEnvA Program Plan
keeping our members on top of the latest developments

Summary of the IEnvA Program Plan

The IEnvA Program Plan 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 have 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.

**Category 1: IEnvA Vision**

**Vision Statement**

The IEnvA vision statement was developed and approved by the EOC in 2018. The core aim of the IEnvA vision statement is to provide strategic direction for the development of the IEnvA Program. The IEnvA vision statement was reviewed again at EOC/15, and no further changes were suggested.

**Development Plan**

The IEnvA development plan refers to a working document that is always under discussion and development with the relevant IEnvA member airlines. This document is reviewed with the wider IEnvA group of airlines at each EOC and EOCT meeting.
The IEnvA development plan outlines several member growth scenarios for the IEnvA Program. Each growth scenario is individually scrutinized for its unique enablers and supporting requirements.

The IEnvA development plan currently presents three growth scenarios:

**Slow Growth Scenario**

The slow growth scenario assumes the current IEnvA Program structure with the only significant change being the removal of the free IEnvA Stage 1 certification. This scenario aims to add an additional 10 to 20 IEnvA Stage 2 registered airlines by 2025.

**Medium Growth Scenario**

The medium growth scenario continues to assume an overall similar IEnvA Program structure to the Slow Growth scenario, but with additional changes to the 'legacy' system of AOC registration inside the IEnvA program, allowing IEnvA Operators more scope options including operationally integrated sister airlines. This scenario aims to add an additional 20 to 50 IEnvA Stage 2 registered airlines by 2025.

**High Growth Scenario**

The high growth scenario assumes a different IEnvA Program structure, completely getting rid of the current subscription options with external assessment entirely the responsibility of the airline. This scenario replicates the IOSA model and aims to add more than 50 additional IEnvA Stage 2 Operators by 2025.

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**Our vision statement**

IEnvA to be the leading Environmental Management System for airlines, recognized internationally by suppliers, customers and other stakeholders.

IEnvA will:
- Be objectively and independently assessed and certified
- Be developed in accordance with its members’ needs
- Be accessible to airlines of all sizes and regions
- Deliver tangible business benefit and value
- Share sectoral best practice and industry solutions, enabling ongoing performance improvements
- Align with other IATA audit programs and international standards
Category 2: Awareness

IEnvA Marketing Materials

The IEnvA Program has informational tools for both IEnvA member airlines and for non-IEnvA airlines. These informational tools provide high-level information on the IEnvA Program, its objectives, benefits, and what can be expected by the airline during the implementation of the IEnvA system.

The IEnvA marketing and promotional materials can be downloaded from MS Teams and are available to all IEnvA and non-IEnvA airlines.

IEnvA Training

IATA has delivered a new 2-day IEnvA training course to 4 airlines. This training course replaces the former IEnvA General Awareness and IEnvA Internal Assessor training courses and is available to IEnvA Stage 2 implementing or certified airlines, at no charge.

IATA has developed an “Environmental Management Systems in Aviation (ISO14001:2015)” training course which is available for non-IEnvA airlines and other aviation stakeholders, through the IATA Training Portal.

IEnvA Branding

IATA has introduced new branding, and as a result, the IEnvA branding has also been refreshed. The old IEnvA branding will be phased out over the coming months.

Recognition of the IEnvA Brand and Standard

IEnvA is based on the internationally-recognized ISO14001:2015 standard. The EOC has reviewed the old IEnvA Certificate to reflect the fact of this alignment and compatibility on all new IEnvA Stage 2 Certificates.

IATA continues to promote the recognition of the IEnvA brand inside the aviation sector and to the wider industry. IEnvA Stage 1 and IEnvA Stage 2 is directly recognized by ECOVADIS in their sustainability rating program.

IEnvA IWT Assessment

The EOC has approved an Illegal Wildlife Trade (IWT) Assessment Manual that provides IWT ESARPs compatible with the requirements of the United for Wildlife Transport Taskforce’s Buckingham Palace Declaration and IATA 72nd AGM Resolution on IWT. These ESARPs can be implemented by IEnvA airlines and can be independently assessed by an Environmental Assessment Organization (EAO). Qatar Airways was subject to an Assessment in May 2019 and was deemed to have met the requirements of the IWT Assessment Manual. The IEnvA Registry will detail those airlines that have been IWT Certified and able to use the "United for Wildlife" badge.

IEnvA Certificates and Registry

IEnvA Stage 1 and IEnvA Stage 2 certificates have been reviewed to present more useful information for IEnvA airlines. New information includes:

- Mentioning of compatibility with the relevant ISO and other Standards. IEnvA Stage 2 is equivalent to ISO14001:2015.
- A more detailed IEnvA Scope that accurately describes the airline’s operations and buildings that are included in the IEnvA scope, including IWT. Refer to Annex 2 for an example
- Reference to the IATA Assessment Report

Development work is ongoing with the IEnvA registry to move away from AOC name registrations for IEnvA, but to provide an accurate name of the airline and/or any subsidiaries are involved in an assessment and scope definition. The new IEnvA Registry will also provide for the representation of IWT certified airlines.

volunteer to become a certified wildlife-friendly airline
Category 3: Collaboration

IEnvA Oversight Council (EOC) Meeting

The EOC is comprised of 10 – 15 members that oversee the IEnvA Program. This council is of particular importance to the IEnvA Program, ensuring that the program conforms to the IEnvA Vision Statement and ultimately delivers the benefit and value expected by its members.

Changes to the EOC’s Terms of Reference are by the Sustainability and Environmental Advisory Committee (SEAC). The EOC meets twice a year, just prior to the SEAC meeting.

IEnvA Oversight Council Technical (EOCT) Meeting

The first EOCT meeting was conducted in Tokyo in 2017 as a result of time constraints of the 2 to 3-hour EOC Meeting. The EOCT is generally conducted over a period of two days and focuses on the technical aspects of the IEnvA program. The EOCT tends to focus on:

- Review and development of the IEnvA Standards and Recommended Practices (ESARPS)
- IEnvA Core scope definition (and its evolution)
- IEnvA IWT Assessment and the relevant Standards and Recommended Practices.
- Guest speakers from IATA other industry sectors and related organizations present on relevant topics.

IEnvA on MS Teams

IEnvA airlines do not only talk to each during EOC and EOCT meetings. MS Teams hosts the online repository for all IEnvA documentation, collaboration and coordination of events.

The following teams are available on MS Teams:

- **IEnvA Latest Documentation**: Only the latest version of the active IEnvA documentation such as the IESM, IEPM, IWT Assessment Manual, EOC Terms of Reference and the IEnvA Implementation Handbook. Access provided to all airlines with an active IEnvA Stage 1 MOU or IEnvA Stage 2 Agreement with IATA.

- **IEnvA Document Development**: Documents that are under development or review by IATA and the EOC such as draft versions of new IESM (including CORE scope definition), IEPM or any other IEnvA supporting documents. Access provided to only to relevant EOC members.

- **IEnvA Resources**: Examples and templates of procedures and documents that can be used by an IEnvA airline to implement or improve their IEnvA system. EMP template, policy templates, procedures for developing scope and context, IEnvA Manual template, etc. Available to all IEnvA members that have an active IEnvA Stage 2 agreement with IATA.

- **IEnvA Public and Academic Resources**: Marketing and promotional material, infographics, first steps to launch an IEnvA implementation, IEnvA branding and logos and many other useful IEnvA and related resources. Available to all airlines.

- **IEnvA Meetings**: Provides detail on preparations (content and logistic) for EOC and EOCT meetings and provides meeting reports for older meetings. Available to SEAC member airlines, airlines with an IEnvA Stage 1 MOU or IEnvA Stage 2 agreement.

- **Airline Specific Teams**: Provides a private meeting room between a specific airline and IATA. Available only to the airline concerned.

Category 4: Technical Review

All IEnvA documentation is reviewed from time to time to ensure relevancy and that the documentation reflects the requirements of the latest international standards and practices.

- **IESM Edition 3.5 and Edition 3.6**

    After the successful approval of IESM Edition 3.5, IATA started working on further improvements of not only the Standards contained in Edition 3.5 but also the overall document structure.
While Edition 3.6 does not suggest any changes from Edition 3.5 to the implementation of an IEnvA system, Edition 3.6 does introduce a brand-new document format and layout of an IEnvA Standards Manual. All optional guidance has been removed from the Standards Manual to place the focus on compliance with the Standards. In addition to the removal of the guidance, Assessor Actions have been introduced. Assessor actions will assist airlines in testing compliance during internal assessment and assisting with a more consistent external assessment approach by IEnvA Assessment Organizations.

IESM Edition 3.6 has been reviewed over 4 review cycles with EOC members during 2019 and will be presented at EOC/17 for approval.

Following approval by the EOC, IESM will be incorporated into IATA’s online audit platform (Intelex), assessors will be trained, and the manual will go through a verification process with an external party for ISO14001:2015 compatibility.

The first assessments against IESM Edition 2.6 will take place in Q1/Q2 2020.
IEPM Edition 2.0 and Edition 3.6

IEPM Edition 2.0 has been reviewed and updated by IATA to align with the new IEnvA Standards Manual and general practice adopted over a number of the latest external assessments.

The most significant changes include:

- Formalized a process where the airline has to confirm its IEnvA Scope with IATA and then provide the approved IEnvA Scope to the Assessment Organization concerned to ensure effective assessment planning.
- The IEnvA Scope for registration purposes is formalized and includes:

**IEnvA Implementation Handbook**

The IEnvA Implementation Handbook is a new document that is under development to assist new IEnvA airlines to efficiently implement effective IEnvA systems.

Two IEnvA Implementation Handbooks will be developed: IEnvA Implementation Handbook for CORE+, and IEnvA Implementation Handbook for CORE+.

IEnvA Implementation Handbook for CORE will cover the following areas of an IEnvA system:

- IEnvA Standards related to flight operations,
- IEnvA Standards related to buildings and facilities,
- Environmental Management Plans related to flight operations,
- Environmental Management Plans related to buildings and facilities.

IEnvA Implementation Handbook for CORE+ will cover the following areas of an IEnvA system:

- Environmental Management Plans related to airline catering facilities,
- Environmental Management Plans related to airline maintenance, repair, and overhaul facilities,
- Environmental Management Plans related to ground handling operations.