

# Risk-Based IOSA Executive Brief

## 1. Introduction

IATA has a strategic objective to continue reducing the all-accident rate in aviation; an objective that is facilitated by the IATA Operational Safety Audit (IOSA).

Airlines have expressed the need for IOSA to evolve; and develop a tailored safety audit for each airline taking into consideration their specific operation.

This is delivered with Risk-Based IOSA, where IATA has created a more agile audit scope focussing on safety-critical areas of an individual operation.

## 2. Key Operator Benefits

- An audit program tailored to the individual operator, allowing for a more customized experience, delivering deeper safety insights, supporting continuous improvements in safety performance.
- Opportunity to highlight how Safety Leadership and the continuous evolution of a learning culture allows the airline leadership to demonstrate the robustness of their SMS – findings and observations are embraced as an opportunity to a safer and resilient operation.
- More meaningful safety insights on codeshare, wet-lease and charter carriers, to minimize operational risks.
- Time and resource efficiencies gained through greater preparation and offsite activities prior to audit.
- Higher auditor standardization, through direct engagement of IOSA Auditors by IATA, delivering a common narrative at each audit.
- 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.

## 3. Transition Phase

- Risk-Based IOSA will be progressively introduced and will be fully implemented by 2025.
- During the transition, IATA will mandate which operators undergo Risk-Based, or conventional, IOSA audits.
- It is expected that for the first Risk-Based IOSA, airlines will require additional time and resources to understand the new approach and prepare for it accordingly.
- Therefore, IATA continues to offer comprehensive support to operators, including worldwide workshops, dedicated training sessions and information on the dedicated [Risk-Based IOSA website](#).

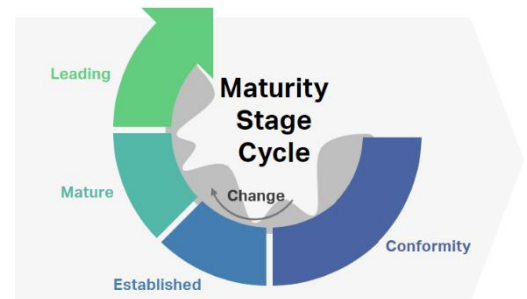
## 4. Key Changes

### Tailored Audit Scope

- Instead of all 900+ IOSA Standards and Recommended Practices (ISARPs) being checked at each audit, the focus is on assessing more critical ISARPs in greater depth.
- Selection and focus of ISARPs are based on the airline operational profile, recent safety events, audit history along with systemic safety risks.

### Maturity Assessment

- The maturity of an operator's SMS and other safety-critical functions are analyzed in detail.
- An assessment is performed against established maturity criteria.
- The Risk-Based IOSA audit requires a baseline conformity for a successful IOSA registration renewal.
- The maturity assessment process is designed against a set of criteria and is not intended to provide a benchmark between operators.



### Phase out of Audit Organizations

- IATA will phase out the accredited Audit Organizations by the end of 2024.
- IATA is directly engaging Risk-Based IOSA Auditors to perform audits.
- Risk-Based IOSA auditor training and qualification requirements are more comprehensive than for conventional IOSA.
- Audit fees remain the same and to maintain fees stable, travel and accommodation costs of the IOSA Auditors are payable by the operator.

## 5. Feedback Received

- Trial audits indicated more effective and efficient auditing, through a more thorough evaluation, with greater auditor feedback in areas requiring attention.
- Results from the limited number of risk-based audits conducted to date indicate an increasing trend in findings.
- The number of findings may vary from what an operator has received in past audits. Additional findings may not be due to a degradation of the operator's safety practices, or driven by operational changes, but rather a result of the enhanced audit methods.
- Any new non-conformities identified, have been regarded as learning opportunities and were embraced by the operators.
- The Maturity Assessment has proven to be a valuable addition to the operators as an independent validation of their SMS maturity.
- The processes and methods will be continuously refined based on the operators' and governance bodies' feedback.

For any questions, please contact [iosa@iata.org](mailto:iosa@iata.org) or to visit [www.iata.org/risk-based-iosa](http://www.iata.org/risk-based-iosa).