IATA Environmental Assessment
Signing up and what to expect

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 what benefits IEnvA can provide for your airline and the associated resource requirements.

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. Ask IATA (holderg@iata.org) for an IEnvA Stage 1 MOU to be prepared for your airline (The IEnvA Stage 1 MOU is required for the NDA 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.
2. IATA will establish further 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 I 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.)

General Information

What is an Environmental Management System (EMS)?
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 businesslike approach to safety with its systematic, precise and proactive approach to safety. An EMS manages all aspects of an organization’s environmental impacts and compliance obligations through a structured, systematic and documented approach.

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

The IEnvA Standards are developed by IATA with guidance and input from Société Générale de Surveillance (SGS) and is also certified to comply with the minimum 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 1 IOSA Lead Auditor and one certified ISO 14001 auditor. IEnvA Assessments take place every two years in accordance with IOSA audit rules while utilizing the same audit software, Audit Organizations, and the online registry.

The IEnvA program is based on the core principles of compliance with environmental obligations and a
commitment to continual environmental 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.

The IEnvA Program and Governance Structure

The IEnvA Program takes advantage of the familiar and time-tested IOSA Quality Control process, IOSA Audit Organizations, IOSA Auditors and an IOSA-like online Registry.

IEnvA assessments take place every 24 months with an Assessor team that is made up of two IEnvA Assessors - one Aviation Assessor and one Environmental Assessor.

The IEnvA Program also takes into account that many airlines have little to no Environmental Management experience of knowledge. IEnvA Stage 1 is not only a great introduction to Environmental Management for airlines, but the airline's IEnvA Stage 1 implementation is also independently assessed and the airline is then certified. IEnvA Stage 1 provides the airline with the perfect insight into the benefits and the resources that will be required to continue to continue building on the Stage 1 implementation and implement a fully fledged Environmental Management System - IEnvA Stage 2.

The IEnvA Program's development is steered by the IEnvA Oversight Council (EOC) that meets at least twice a year and that advises IATA on all matters regarding Environmental Management Systems through the Environmental Committee, into which it reports.

So, what does an airline have to do for IEnvA certification?

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 8 sections:

1) LEADERSHIP
2) CONTEXT AND UNDERSTANDING
3) PLANNING
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 all the Operator’s buildings (rented, owned, used, etc.) in its country of origin*. Larger Operators may have 100s or even 1000s of buildings that fit this description which can, understandably, raise concern for the Operator. Especially in the case of a high number of facilities in the Operator’s country of origin, the Operator has to keep in mind that the IEnvA System will have significant focus on the main, larger buildings in the scope, whereas smaller offices (often a rented space in an airport) will have little to no significance. The Operator is required to have a clear account of the buildings, sites, spaces, and/or processes that are inside the Scope of the 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, however, does not limit Operators to the minimum scope. 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, the Operator is required to engage with IATA on the matter. Without any consultation with IATA or IATA’s engagement with the relevant Assessment Organization with regard to 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.

**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 must 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 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 which 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 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 (EMPs)**

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 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 grey water, 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.