



# NATIONAL REGULATION AND IOSA

How Can IOSA Complement National  
Regulation

# Introduction



- The primary objective of IOSA was a common audit standard for code-sharing and with time it has evolved to a safety and beyond compliance assessment tool. Airlines are now using IOSA audit to improve their operations and to benchmark with industry best practices.

# IOSA Versus National Regulation



## Sources for IOSA Standards and Recommended Practices (ISARPs)

The safety and security requirements published in the Annexes to the Convention on **International Civil Aviation (ICAO Annexes)** are the primary source for specifications contained in the ISARPs. Safety and security requirements in the **ICAO Annexes** used as the **basis for ISARPs** are those that are applicable either directly or indirectly to the air operator.

During an audit, **ISARPs are applied only** to those aircraft that are of the **type authorized in the Air Operator Certificate (AOC)** and utilized in commercial passenger and/or cargo operations. Certain ISARPs are also applicable to non-commercial operations, and such application is indicated in a note that is part of the standard or recommended practice.

Other owned or leased aircraft that are *not* of the type authorized in the AOC and/or not utilized in commercial air transport operations will not be evaluated during an audit. However, the existence of such aircraft will be referenced with an explanation in the IOSA Audit Report (IAR).

# IOSA and National Regulation



- CAA can use the IOSA processes as:



# Performance Monitoring Tool

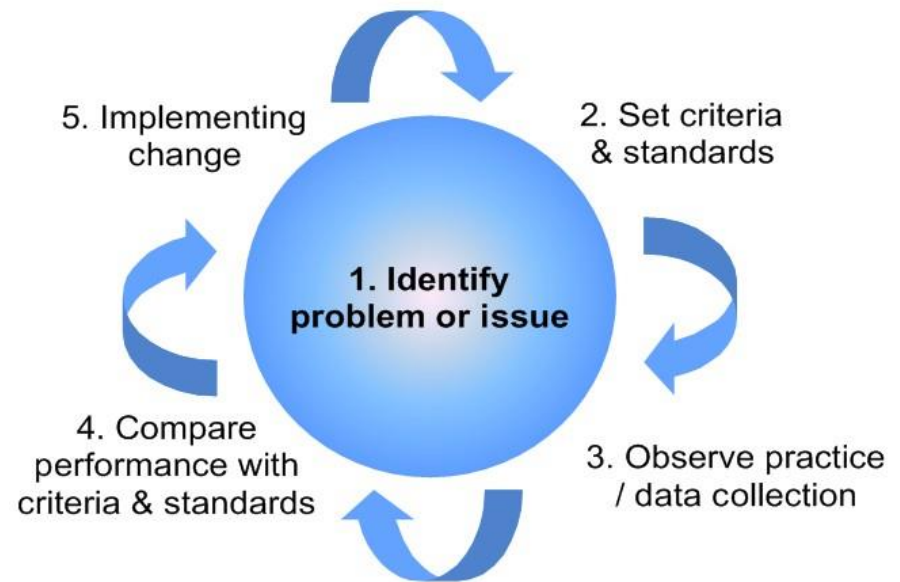


- IOSA being primarily based on the ICAO annexes and industry best practices from mature regulators like FAA and EASA, can assist developing CAA in implementation of ICAO SARP and incorporate best practice





- CAA can use IOSA audit reports to identify and focus on area of concern and improvement during oversight inspections.



# Improvement Tool



- IOSA is a voluntary audit standard that airlines elect to go through, this make IOSA an improvement tool that airline use to ensure beyond compliance on regulation
- IATA robust revision process of the IOSA ISARP that allow IATA to incorporate changes occurring in the industry, can assist the regulators identify and fill gaps in areas not addressed by the regulation

# Risk Assessment Tool



- The Audit report for prospective operator can be use to check for compliance and any potential operational risk during approval process.





# Beyond Compliance Tool



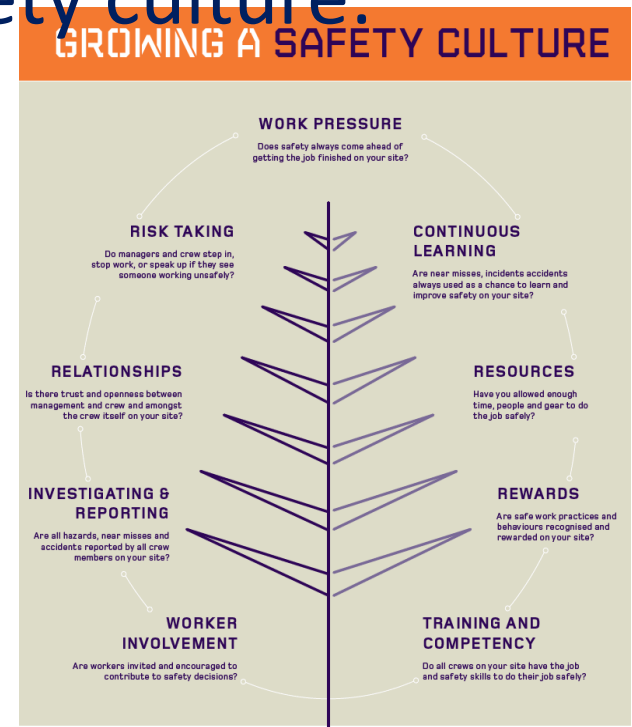
- With a mature Safety, Security and Quality management systems that continues monitors and asses operational risk will help to improve safety and regulatory compliance.
- IOSA audit standard can be used as an acceptable approval process during part of the (AOC) Air operator Certification.



# Safety Culture Tool



- One of the best benefit of IOSA to airline is the systemic management approach hence improving leadership and safety culture:
  - Organizational value for safety
  - Accountability
  - Teamwork
  - Trust and support



# Rwandair Case Study



# Rwandair Case Study



- How did we do it?
  - **INVOLVEMENT**- The decision to go IOSA was only discussed and agreed by the Rwandair alone, the RCAA was involved with the brain storming and decision making process
  - **BUILDING A SAFETY CULTURE TOGETHER** - Workshops were held to bring awareness to the CAA on the IOSA requirements and the benefits to the organization and the industry. This created trust and support from the CAA.



- End result...
  - Mature system- with a better understating of the IOSA requirement at complement and go beyond the regulation the enterer system (airline and regulator)
  - Improved safety culture and team work between the two organization



- A seamless transition from RCARS 2008 to RCARS 2015 especially in new regulation (SMS) that were not adequately covered in RCARS 2015
- Safer skies!!!



THANK YOU