



Airline Code-Sharing Arrangements and Their Role in Aviation Safety

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IATA Operational Safety Audit (IOSA)

Purpose:

- To provide an internationally recognized and accepted evaluation system
- For assessing the operational management and control systems

Morten Beyer & Agnew – IATA Qualifications

- IATA Accredited Audit Organization (AO)
- IATA Endorsed Training Organization (ETO)

Evolution of Safety Audit Programs



- Post World War II, National Defense “War Plans”
 - Relied on “Fast Ships” to transport “Troop” Reinforcements

Evolution of Safety Audit Programs (Cont'd)



- By 1960, Jet Air Travel emerged and the Airlines desired “Military” Traffic during Peace and War
- The Civil Reserve Aircraft Fleet (CRAF) reduced reinforcement time from weeks to hours

Evolution of Safety Audit Programs (Cont'd)

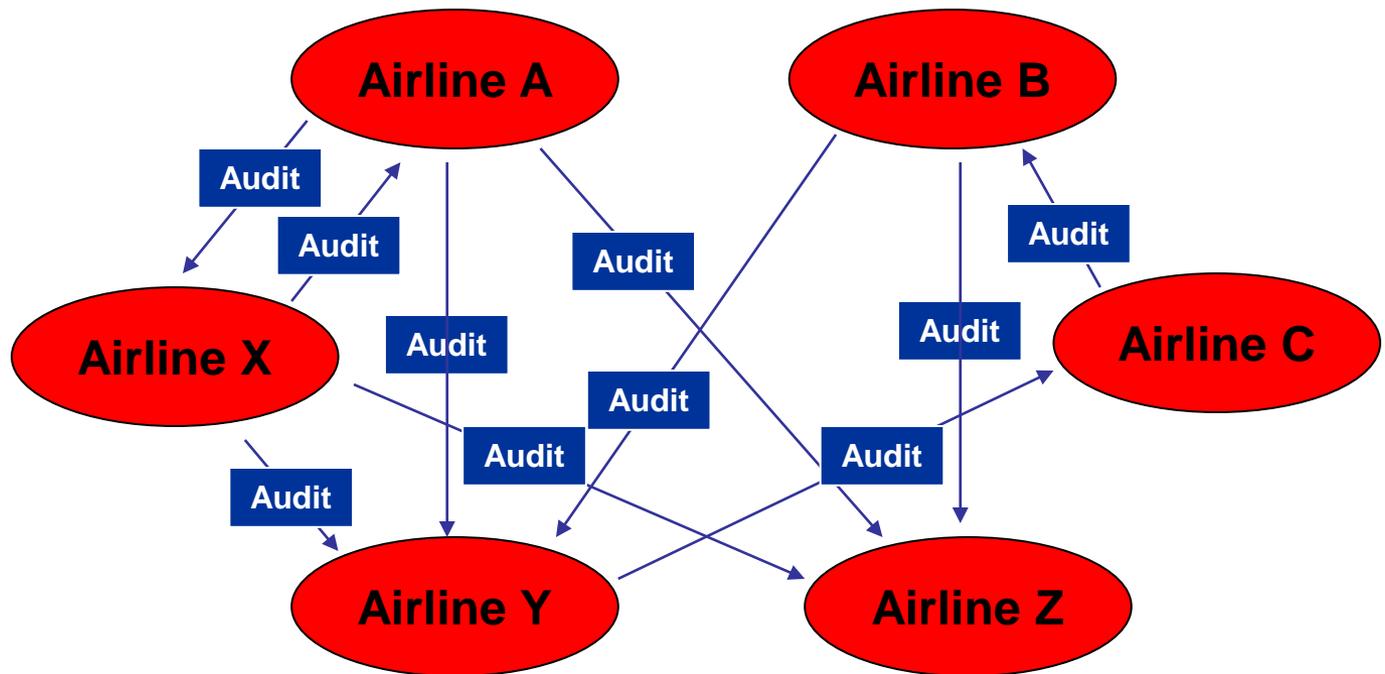
- Formation of Airline Alliances
 - Star Alliance (1997)
 - OneWorld (1999)
 - SkyTeam (2000)
- Swissair 111 accident triggered discussions with the US Airlines and DOT/FAA about improvements in international safety audits

Evolution of Safety Audit Programs (Cont'd)

- By 2000, the DoD represented over 80% of the US Federal Government's use of Passenger Air Service
- To assure "Code Share" safety audits were performed prior to approving "alliances", DOT Guidelines were "agreed" to by all interested parties – Airlines, DoD, & DOT.

Evolution of Safety Audit Programs (Cont'd)

- Airlines Tasked to Perform Code-Share Audits



Evolution of Safety Audit Programs (Cont'd)

- IATA and Development of “Common” Standards



IOSA Auditor General Qualifications

- General Operational Experience
 - Airline Pilot Flight Crew Member
 - Military or Airline Flight Crew Member (Transport Category)
 - Military or Civilian Aircraft Maintenance Engineer/Technician
 - Airline Flight Operations or Airworthiness Inspector
 - Airline Flight Dispatcher or Flight Operations Officer
 - Aviation Industry Instructor
 - Airline Quality Assurance Auditor
 - Aviation Safety -- Quality Management Professional

Optional IOSA Preparation Visit (IPV)

- Assess Operators Readiness for IOSA
 - Two Auditor Team on-site for Three Days
 - Familiarizes Operator on IOSA Concepts, Terminology and Documentation
- Prepares the Operator's "Staff" for the Audit
 - Addresses Techniques for Conducting Self-Preparation Activities
 - Educates Staff on the Complete Audit Process from Initial Preparation through IOSA Registration

IOSA Audit

- Pre-IOSA
 - Operator Submits Completed Checklists
 - Operator Makes Available to IOSA Team All Applicable Operating Manuals
- On-site IOSA
 - Team Leader and Four Additional IOSA Auditors
 - Opening & Closing Meeting
 - Daily Progress Meetings
 - Mandatory Observations

IOSA Audit - Mandatory Observations

- Flight Operations
 - Line Flight – Flight Deck Operations
 - Simulator Session

- Operational Control Flight Dispatch
 - Flight Planning
 - Flight Monitoring

- Aircraft Engineering & Maintenance
 - Maintenance Processes
 - Airworthiness Directive (AD) / Alert Service Bulletin (ASB) Process

IOSA Audit - Mandatory Observations (Cont'd)

- Cabin and Cargo Compartment Operations
 - Line Flight – For Passenger Operations Only
- Ground Handling
 - Aircraft Servicing Activities
 - Weight and Balance Calculation
- Cargo Operations
 - Aircraft Loading or Unloading
- Operational Security
 - Baggage Reconciliation

IOSA Audit – Sample Standards

FLT 3.4.2 The Operator shall have a scheduling policy that ensures flight crew members, prior to being assigned to duty, will not be affected by fitness-for-duty factors that could be associated with, as a minimum:

- i) Pregnancy;
- ii) Illness, surgery or use of medication(s);
- iii) Blood donation;
- iv) Deep underwater diving;
- v) Fatigue occurring in one flight, successive flights or accumulated over a period of time.

- Documented and Implemented (Conformity)
- Documented not Implemented (Finding)
- Implemented not Documented (Finding)
- Not Documented not Implemented (Finding)
- N/A

Auditor Comments:

IOSA Audit – Sample Standards (Cont'd)

FLT 3.12.7 The Operator *should* have guidance, published in the OM, that addresses runway incursions, to include a description of the flight crew duties, responsibilities, procedures and any other flight crew actions necessary to prevent, or reduce the risk of, a runway incursion occurring during taxi, takeoff, and landing.

- Documented and Implemented (Conformity)
- Documented not Implemented (Observation)
- Implemented not Documented (Observation)
- Not Documented not Implemented (Observation)
- N/A

Auditor Comments:

Post-Audit Actions

- Corrective Action Plan for Findings & Observations
 - Must Be Approved by Audit Organization / Lead Auditor
- Evidence of Completed Corrective Actions Submitted to the Audit Organization
- Audit Organization's coordinate post audit activities with IATA Quality Assurance to be sure a properly completed audit – by the AO and Operator – prior to “registration”



Thank You

If you have any questions, please contact:

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