

## **SAFETY TRAINING PROJECT BRAZIL**

It all started in July 2021, when ALTA sent the message below, by email, to SAC (we didn't even send a formal, signed letter):

Dear Mr. xxxxxxx,

First of all, please receive my personal greeting and greetings from the Latin American and Caribbean Air Transport Association (ALTA).

The present file deals with the preparation of Brazilian airlines to obtain the IATA Standard Safety Assessment (ISSA) certification, from the International Air Transport Association (IATA).

The ISSA is a voluntary assessment program, produced at the request of the industry, to extend the operational safety and efficiency benefits emanating from the IATA Operational Safety Audit (IOSA) Program to operators of smaller aircraft that are not eligible for the IOSA.

This Association has a memorandum of understanding (MoU) with IATA in order to promote ISSA in the Latin American and Caribbean region.

Currently, of the 10 airlines with ISSA certification, 9 are from our region, 4 from Brazil (Abaeté, ASTA, Azul Conecta and RIMA) / <https://www.iata.org/en/programs/safety/audit/this/registry/>.

The ISSA has a very significant positive impact on the structuring and improvement of the operational safety management of small operators (Safety Management System – SMS).

ISSA certification is obtained by hiring an IATA-accredited auditing organization by the operator, is valid for 2 years and costs approximately USD 16,000. Due to the value of the investment, there is a need for companies to carry out adequate preparation for the audit.

The ideal preparation consists of 3 workshops, each lasting 1 week, at no cost to companies.

Based on the above, believing that there are several small airlines in Brazil that are eligible for the ISSA, I request that SAC evaluate the possibility of funding the preparation of interested companies with FNAC funds – or other funds available –, as detailed in the annex.

Thank you very much.

In response, in August, we received the following:

Dear Virgínio Corrieri,

In greeting them cordially, I refer to the meeting held on 07/15/2021 to discuss the possibility of structuring training on flight safety aimed at the IATA Standard Safety Assessment (ISSA) certification.

Therefore, by order of the Director of Planning and Management of SAC, as well as considering the engagement of this team in responding to the request, we requested a more detailed presentation regarding the need to hire a company to provide the preparation workshops for the ISSA Certification, in order to clarify issues such as sizing of the target audience (estimate of interested airlines and regions where they are located), estimates of quantities to be contracted, information and characteristics necessary for the contractor, as well as definitions regarding possible contract formats, etc. .

Would you be available on the 19th or 20th of August, in the afternoon, to schedule a meeting?

Yours sincerely,

xxxxxxxxxxxx

General Coordinator of Training and Capacity Building for Civil Aviation

Department of Planning and Management – DPG

National Secretariat of Civil Aviation – SAC

**We then had a meeting, we presented everything that was asked of us and the project started.**

ALTA was at SAC on a few occasions and made a lot of contact with xxxxxxxx, in order to make the project viable.

ABAG also participated in the preparation of the project scope proposal, as we thought it best not to dedicate the project only to the ISSA, but also to cover other ways of evaluating/auditing the operators' operational safety management systems.

In summary, what we asked was for SAC to develop a project to train small Brazilian airlines, free of charge, so that they could improve their operational safety management systems and, thus, be able to apply for audits available in the market, such as ISSA, BARS, IS-BAO.

Currently, all certified operators operating under RBAC 135 need to have an SGSO in place, a procedure that is also recommended for private operators.

The proposed training should be based on what is recommended by the ICAO Annexes related to operational safety and international good practices, such as the IATA Safety Standard Assessment (ISSA) and the International Standard for Business Aircraft Operations (IS-BAO).

The ISSA and IS-BAO certifications are granted to air operators that are able to achieve certain quality standards related to operational safety, after passing audits carried out according to the standards of the respective responsible entities: the International Air Transport Association (IATA) and the International Business Aviation Council. (IBAC).

The ISSA and IS-BAO are voluntary assessment programs, produced at the request of the industry, to extend the operational safety and efficiency benefits derived, respectively, from the IATA Operational Safety Audit Program (IOSA) to operators of smaller aircraft, which are not eligible for the IOSA program; and the International Standard for Business Aircraft Operations (IS-BAO), applicable to both private and public air transport operators carried out in accordance with the rules of RBAC 135.

Some benefits of ISSA and IS-BAO certifications for the industry:

- Substantial increase in the level of safety of the air operation, reaching global safety standards of excellence, in compliance with the operational safety requirements required by the ICAO.
- Gradual implementation of elements of the operational safety management system (Safety Management System – SMS) with positive impacts on all aspects of the operation.

- Significantly reduces the compliance vulnerabilities of public air transport companies, reducing managers' exposure to legal risks.
- Allows the possibility of a differentiated approach in certification activities and continued surveillance by aeronautical authorities.
- Substantial improvement in the image of the operator before society, with positive commercial impacts for operators certified to operate in accordance with the rules of RBAC No. 135 (air taxis) and Subpart K of RBAC No. 91 (operators with shared parking management programs). aircraft). For Brazilian aviation, this training will be a significant step towards improving operational safety indicators, with direct reflections on the safety of users of both private air transport and that governed by RBAC 135.