

FEBRUARY 2026



# FLIGHT SAFETY

## NEWS LETTER / SAFETY BULLETIN

- **IN FOCUS – CABIN SAFETY** *[COURTESY BY IATA ANNUAL SAFETY REPORT 2025]*
- **IATA OPERATIONAL SAFETY AUDIT (IOSA)**
- **IATA STANDARD SAFETY ASSESSMENT PROGRAM**
- **UPCOMING EVENT - ERP TABLE TOP EXERCISE ON 25<sup>TH</sup> MARCH 2026**

**For Flight Safety, kindly contact :-**

Phone & Email ID :- 01125671574 & [aasl.flightsafety@allianceair.in](mailto:aasl.flightsafety@allianceair.in)

**For ERP, kindly Contact :-**

Phone & Email ID:- 01125672289, 08800744303, 09871149284 & [emergency.response@allianceair.in](mailto:emergency.response@allianceair.in)

## Cabin End State

The Cabin Safety section of the interactive IATA Annual Safety Report contains the End State classifications for aircraft accidents. When reviewing the dashboards, it should be noted that not all accidents will have a cabin classification for a Cabin End State, for example, cargo flights without cabin crew, or flights without passengers. Additionally, while some accidents within the database might be rejected as they do not meet the IATA criteria of an accident, they may have had an impact in the cabin for cabin crew and have been classified with a Cabin End State.

These classifications focus on three main categories:

- How much time the cabin crew had to prepare for the emergency;
- The corresponding level of preparation they were able to perform within the cabin;
- The type of evacuation carried out – land, water, abnormal disembarkation or normal operations.

The Accident database includes aviation safety incidents which do not always meet the criteria to be classified as an accident, but may still have some relevance or importance to Cabin Operations and Safety.

Typically, these are classified in the following categories for reference:

- Turbulence - Cabin Crew Injury
- Turbulence - Passenger Injury

In common with all previous years, almost all accidents which resulted in evacuation occurred with minimal warning and cabin crew had no additional time available to carry out any more preparation than they would during a normal landing. This highlights the utmost importance of SOPs for cabin secure checks prior to take-off and landing being thoroughly and consistently applied by cabin crew members, as this is usually the only opportunity to prepare passengers for a potential evacuation.

The accident which occurred at Gimhae international Airport in Busan during January, was an onboard fire, which resulted in evacuation of the aircraft and subsequent loss of the aircraft. The fire started while the aircraft was on the ground. The cabin crew initially commenced firefighting procedures, and the flight crew subsequently ordered evacuation immediately afterwards. It is not possible for cabin crew to continue firefighting activities while simultaneously conducting an evacuation, and the aircraft was subsequently destroyed after the safe evacuation of 176 occupants.

Practical training for Cabin Crew members focuses on evacuation of passengers in many different scenarios. This training is repeated annually, contributing to consistently successful evacuation outcomes where cabin crew have drawn on their experience to enhance situational awareness and to adapt to rapidly changing situations. One of the most notable accidents in 2025 occurred in Toronto where the aircraft was evacuated successfully despite the disorientation of all passengers and crew as the aircraft was completely upside down. Social media footage shows the cabin crew continuing to respond calmly and professionally despite the extremely challenging circumstances.

## Cabin Safety Incidents

Cabin Crew safety duties encompass all activities within the cabin and extend much further than managing a successful evacuation. IATA's Safety Issue Hub resource contains multiple cabin issues and associated guidance to help airlines mitigate any potential risks.

Passengers are also responsible for complying with safety regulations and procedures. It is evident through social media and safety reports that passengers continue to take carry-on baggage with them during evacuation, which increases the risk of personal injury, increases evacuation time for others and can obstruct evacuation routes.

Passengers should always wear their seatbelt when occupying their seat to mitigate the risk of injury whenever turbulence is encountered. While it may not be possible to remain seated for the entire duration of a flight, numerous reports continue to indicate that many passengers do not comply with this recommendation or choose not to comply with the illuminated fasten seatbelt signs instructing them to return to their seat.

The Unruly Passenger data within IATA's Incident Data Exchange (IDX) Program indicates that while passenger non-compliance may not be intentional, many passengers do not consider any safety risk when flying and do not always act safely.

This behavior is not unique to air travel, but the aviation industry has a responsibility to influence and educate travelers to adopt more appropriate behaviors.

During 2025, multiple and rapid regional changes to regulations regarding the carriage of electronic devices added to already complex rules and there was a need to improve passenger awareness on the risks posed by lithium battery-powered devices, spare batteries and power banks. To help airlines and to increase general public awareness, IATA produced an awareness campaign, comprising of 7 short videos covering the following key points:

1. Pack light – only bring the devices that you need.
2. Stay alert – call the crew if devices become hot, smoke or damaged
3. Check battery size – larger batteries may not be allowed
4. Keep devices with you - in carry on baggage.
5. Gate check reminder - remove all devices if your bag is checked in at the gate.
6. Protect loose batteries – cover the terminals with tape or keep inside packaging.
7. Check with your airline – rules vary

The videos can be downloaded with or without the IATA Logo and shared through all available channels, to travelers and the wider general public. The intent of this campaign is to raise awareness that batteries and devices can be a hazard in air travel.

## Cabin Safety Activities

IATA's activities to support airlines include risk assessment, training, publication of guidance materials, and setting global standards for cabin safety.

The Cabin Operations Safety Best Practices Guide is a comprehensive guidance document covering all aspects of Cabin Safety Management. Edition 11 published in December 2025, includes new guidance material for firefighting and turbulence management. As well as providing information and guidance to address existing risks, it is also published to help airlines determine best practices to assist them in complying with the IOSA standards which are a prerequisite for their continued IATA membership.

The IOSA Standards Manual section 5 includes the global cabin safety standards required for IATA membership and is updated annually by IATA's Cabin Operations Safety Task Force, a team of cabin safety specialists from airlines who work closely with IATA to guide our activities each year.

As the IATA Connect resource continues to evolve, the Cabin Group has established itself as the most direct communication channel between airlines, IATA, and selected Strategic Partners to discuss issues and challenges and to support the effective implementation of safety management systems within the cabin. IATA encourages all airlines to ensure that their Cabin Safety Management team are registered to join this valuable resource and therefore participate in the global discussions on Cabin Safety issues.

IATA facilitates regular conferences, webinars, and events to ensure airlines come together to discuss important safety risks, issues, and concerns. During the IATA WSOC , safety experts discussed issues within the following four content tracks:

- Cabin Safety;
- Flight Operations;
- Safety and Risk Management;
- Emergency Response and Aircraft Recovery

Bringing together delegates from four related, yet different disciplines was a great opportunity to raise awareness of the similarities, the differences, and the cross-disciplinary issues faced by all. Cabin Safety is an integral part of Flight Operations, Safety and Risk Management and Emergency Response, and while it is necessary to maintain a separate platform to discuss cabin safety issues, the impact on others must also be considered and discussed openly.

In 2025, the IATA Operational Safety Audit (IOSA) Program reached a key milestone with the full transition of IOSA registration renewal audits to a risk-based audit methodology, performed exclusively by IATA-trained and qualified auditors. This evolution marked a significant step forward for the program, with IOSA-registered operators experiencing more comprehensive audits that assess not only compliance with standards, but also the maturity of their SMS and the robustness of safety-critical operational areas. As a result, the IOSA Program has further strengthened its ability to evaluate safety barriers and to identify meaningful opportunities for improvement within operators' management systems.

With an initial focus on IOSA, IATA Connect provides a secure platform for information exchange and collaboration to support continuous improvements in aviation safety.

Throughout 2025, IATA Connect continued to support the IOSA community through enhanced functionalities, including expanded access to IOSA Standards Manual (ISM) content for IOSA-registered airlines, improved capabilities to download and analyze IOSA audit reports, and enhanced tracking of airline profile information. By the end of the year, the IATA Connect community included approximately 5,700 aviation safety professionals, with 1,023 designated IOSA airline administrators. During the year, more than 4,000 requests for airline profile access were processed, along with approximately 6,000 access requests for IOSA audit reports, demonstrating the platform's growing adoption and its increasing role in supporting effective, risk-based oversight and collaboration across the IOSA community.

To increase efficiency in regulatory oversight and reduce duplication of oversight activities for regulators and airlines, IATA continued to collaborate with civil aviation authorities (CAAs) worldwide in 2025. During the year, two new Memoranda of Understanding (MoUs) were signed, bringing the total number of civil aviation authorities using IOSA to complement their regulatory oversight to 40. These collaborations further reinforced IOSA as the global operational safety standard and supported the shared objective of effective, risk-based oversight.

The IOSA Registry continued to grow in 2025, reflecting sustained industry confidence in the IOSA Program and its fully embedded risk-based approach. During the year, 18 airlines were added to the IOSA Registry, bringing the total number of airlines on the Registry to 449 by year-end. Airlines across all regions continued to complete initial and renewal IOSA audits, contributing to the robustness and global relevance of the IOSA Registry.

**Auditor Management and Training:-** In 2025, IATA continued to strengthen auditor management and capability development to support the full implementation of the Risk-Based IOSA (RBI) model. The IOSA auditor recruitment process was streamlined to improve efficiency while maintaining rigorous qualification standards. During the year, three Initial IOSA Auditor Training courses were conducted, resulting in the recruitment of 39 new IOSA auditors, mainly in the Flight Operations discipline, where there was the greatest need. These efforts reinforced auditor capacity and ensured the availability of suitably qualified auditors to support the effective and consistent delivery of IOSA audits worldwide.

# IATA STANDARD SAFETY ASSESSMENT PROGRAM



The IATA Standard Safety Assessment (ISSA) is a voluntary evaluation program developed to extend the safety, standardization, and efficiency benefits of the IOSA Program to operators of smaller aircraft that are not eligible for IOSA. 2025 marked the first full year of implementation of the new ISSA audit model. Throughout the year, all ISSA assessments were conducted exclusively by IATA-trained and contracted auditors, ensuring a consistent, independent, and fully standardized audit approach across the program.

During 2025, 12 ISSA assessments were completed, representing the highest annual number in the history of the ISSA Program. This strong level of activity reflects growing industry confidence in the enhanced ISSA framework and its alignment with ICAO requirements. By the end of the year, 16 operators were listed in the ISSA Registry, further strengthening the program's global footprint.

A major milestone in 2025 was the launch of the Joint IOSA–ISSA Assessment concept, designed to provide an integrated and efficient oversight solution for operators with mixed fleets or evolving operational profiles. The first Joint IOSA–ISSA audit was successfully conducted, demonstrating the operational feasibility and value of this combined approach.

With the new ISSA structure fully embedded, including enhanced standards, mandatory observations, extended audit duration, and centralized IATA auditor management. These developments further position ISSA as a key safety benchmark for smaller operators worldwide and a strong complement to the IOSA Program.

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UPCOMING EVENT



# ERP - Table Top Exercise on 25<sup>th</sup> March 2026

FEBRUARY 2026

OUR FLEET



ATR 72-600



ATR 42-600



HAL Do-228-201



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ALLIANCE AIR  
NAYE DESH KI UDAN

75  
Azadi Ka  
Amrit Mahotsav

सादर/ Regards,

उड़ान संरक्षा विभाग / Flight Safety Department

एलाइंस एअर / Alliance Air

FLIGHT SAFETY DEPARTMENT, AAAL