



THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

DRAFT REPORT OF COMMITTEE B ON AGENDA ITEMS 6 (Sub-Items 6.1, 6.1.1, 6.1.2 and 6.1.3)

The attached draft report on Agenda Items 6.1, 6.1.1, 6.1.2 and 6.1.3 is presented for approval by Committee B for submission to the Plenary.

Agenda Item 6: Organizational safety issues
6.1 Strategic Plan
6.1.1 Vision and Overview of the Global Aviation Safety Plan (Gasp), 2020-2022 Edition
6.1.2 Enabling Safety Performance Monitoring; Goals, Targets and Indicators in the 2020-2022 Edition of the Gasp

6.1.1 This agenda item introduced the draft 2020-2022 edition of the *Global Aviation Safety Plan* (GASP, Doc 10004). To provide the participants with a better overview and to facilitate the discussion, working papers submitted under sub-agenda items 6.1, 6.1.1 and 6.1.2 were addressed together.

6.1.2 The Committee reviewed AN-Conf/13-WP/29 Revision No. 1, presented by the Secretariat, containing a comprehensive strategy for aviation safety. The working paper presented the third edition of the revised *Global Aviation Safety Plan* (GASP, Doc 10004) for agreement, in principle, by the Committee. The draft 2020-2022 edition of the GASP sets forth ICAO's Safety Strategy in support of the prioritization and continuous improvement of aviation. The plan guides the implementation of regional and national aviation safety plans. The global aviation safety roadmap, presented in the draft 2020-2022 edition of the GASP, serves as an action plan to assist the aviation community in achieving the GASP goals.

6.1.3 The Committee reviewed AN-Conf/13-WP/123, presented by the United States, AN-Conf/13-WP/43, presented by Poland on behalf of the European Union and its Member States¹, the other Member States of the European Civil Aviation Conference²; and by EUROCONTROL, AN-Conf/13-WP/135, presented by Brazil on behalf of the South American (SAM) States³, AN-Conf/13-WP/139, presented by the People's Republic of China, AN-Conf/13-WP/66, presented by Uruguay, and supported by SAM States (except Chile), AN-Conf/13-WP/65, presented by the United States, and AN-Conf/13-WP/186, presented by the Airports Council International (ACI) regarding comments on the draft 2020-2022 edition of the GASP. The Committee agreed on the need to continue implementation efforts under the umbrella of the GASP, focusing on safety performance, regional mechanisms, safety risk management and national/regional safety planning. The Committee expressed wide support for the draft 2020-2022 edition of the GASP and agreed on the need for ICAO to refine the concept of the safety oversight margin, in preparation for subsequent endorsement of the GASP at the 40th Session of the ICAO Assembly.

6.1.4 The Committee noted the need to promote improved integration and coordination between planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs) while ensuring that the working arrangements at the regional level reflect the needs and priorities of each region. The Committee also agreed that the Council should be requested to continue the development of performance-based Standards and Recommended Practices (SARPs) to complement prescriptive requirements, as appropriate, taking into account the budgetary implications.

¹ Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom.

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, Norway, San Marino, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey and Ukraine.

³ Supported by 13 Contracting States (Argentina, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of)).

6.1.5 The Committee reviewed AN-Conf/13-WP/142, presented by the People's Republic of China, on the experience gained in China with implementing global aircraft tracking and operating surveillance. The Committee also reviewed two papers presented by Trinidad and Tobago: AN-Conf/13-WP/227 on considerations for revisiting the Chicago Convention with a focus on domestic aviation and a review of the ICAO Annexes and AN-Conf/13-WP/228 on alternative means for States struggling to meet ICAO requirements in Annex 13 — *Aircraft Accident and Incident Investigation*, Universal Safety Oversight Audit Programme (USOAP) and Continuous Monitoring Approach (CMA). The Committee acknowledged that existing ICAO provisions in Annex 13 and related guidance materials on regional investigation systems already provide the tools necessary for States, lacking sufficient resources to carry out investigations, to delegate their investigation function to other States or regional accident and incident investigation organizations (RAIOs).

6.1.6 As a result of the discussions, the Committee agreed on the following recommendation:

**Recommendation 6.1/1: Draft 2020-2022 Edition of the Global Aviation Safety Plan
(Doc 10004, GASP)**

That States:

- a) agree in principle with the draft 2020-2022 edition of the *Global Aviation Safety Plan* (GASP, Doc 10004), with the inclusion of GASP goals and targets; and

That ICAO:

- b) take into consideration input from the Conference and the questionnaire for subsequent endorsement of the 2020-2022 edition of the GASP at the 40th Session of the ICAO Assembly.

Agenda Item 6: Organizational safety issues

6.1.3 Global Aviation Safety Oversight System (GASOS)

6.1.7 The Committee reviewed AN-Conf/13-WP/17, presented by the Secretariat, describing the new global aviation safety oversight system (GASOS). The working paper sets forth ICAO's objective of strengthening State safety oversight and safety management capabilities by enabling the delegation of safety oversight functions, as needed, by States to competent Safety Oversight Organizations (SOOs) that have been assessed and recognized by ICAO; and by strengthening existing SOOs to make them more effective and efficient in supporting States. The paper describes GASOS as a voluntary standardized assessment and recognition mechanism for SOOs composed mainly from State civil aviation authorities (CAAs), regional safety oversight organizations (RSOOs) and other regional State-based mechanisms. The Committee reviewed AN-Conf/13-WP/78 presented by Australia with the support of New Zealand and Singapore, AN-Conf/13-WP/188 presented by Bolivia with the support of the SAM States⁴, AN-Conf/13-WP/124 presented by the United States and AN-Conf/13-WP/224 presented by 54 Contracting States, Members of the African Civil Aviation Commission (AFCAC)⁵ and agreed on the need to address the challenges and issues expressed therein.

⁴ Supported by thirteen Contracting States (Argentina, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of)).

⁵ Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cap Verde, Central African Republic, Chad, Comoros, Congo, Cote D'Ivoire, Democratic Republic of The Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Eswatini, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Republic of Libya, Madagascar, Malawi, Mali,

6.1.8 The Committee acknowledged the specific concern of including private entities and agreed on the need to limit the scope of the GASOS Programme to State CAAs, RSOOs and other regional State-based mechanisms such as Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) so that GASOS can continue to mature. The Committee requested ICAO to address concerns in three main areas including liability, governance and cost-benefit analysis to support progression of the programme and noted the request for the ICAO Legal Bureau to be involved in finding the solutions for the legal and transfer of risk issues. The Committee also recommended to ensure that GASOS–Study Group (SG) will be reviewed to ensure access to the expertise needed to progress the programme. The Committee recognized the importance of participating in the GASOS pilot projects assessments and recommended that other SOOs apply for an assessment under the GASOS trial period.

6.1.9 The Committee noted the support for GASOS by the RSOO and State involved in the first pilot projects, highlighting the importance of this assessment in strengthening their safety oversight capabilities and enabling them to reach the political support to improve their performance.

6.1.10 As a result of the discussions, the Committee agreed on the following recommendation:

Recommendation 6.1.3/1 – The global aviation safety oversight system (GASOS)

That States:

- a) support the development of a global aviation safety oversight system (GASOS);

That ICAO:

- b) continue developing an ICAO GASOS comprised of voluntary and standardized competency assessments of safety oversight organizations for recognition of safety oversight functions provided to States, including its legal framework and assessment mechanisms while ensuring those States maintain their obligations and responsibilities under the *Convention on International Civil Aviation* (Doc 7300);
- c) develop appropriate guidance for States to support the delegation of safety oversight functions and monitoring of safety oversight organizations accepting delegations;
- d) design adequate interfaces between GASOS and other ICAO programmes and to avoid duplication of activities between GASOS and the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA);
- e) present GASOS for endorsement at the 40th Session of the ICAO Assembly if the liability, governance and cost-benefit analysis issues have been addressed; and
- f) encourage safety oversight organizations, including regional safety oversight organizations (RSOOs), State civil aviation authorities (CAAs) and other regional State-based mechanisms, to participate in GASOS in order to expand and enhance the safety oversight support provided to States.

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