



THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE B

- Agenda Item 6: Organizational safety issues**
6.1 Strategic plan
6.1.3: Global Aviation Safety Oversight System (GASOS)

GLOBAL AVIATION SAFETY OVERSIGHT SYSTEM (GASOS)

(Presented by Bolivia, supported by the SAM States²)

EXECUTIVE SUMMARY

In response to the growing global aviation safety oversight challenges, ICAO is undertaking the establishment and implementation of Global Aviation Safety Oversight System (GASOS).

To this end, a working group was established with the purpose of providing ICAO, its Member States and associated organizations and Regional Safety Oversight Organizations (RSOOs) with sufficient information to enable decisions to be made regarding which GASOS are possible, beneficial and valuable.

This note presents the experience of Bolivia in this working group by a Member State of the South American (SAM) Region. The study examined the proposal to establish GASOS as the best possible option to provide worldwide effective and cost effective safety oversight.

Action: The Conference is invited to:

- a) take note of this working paper;
- b) support the implementation of GASOS as a viable solution for the improvement of global safety; and
- c) request ICAO to present this initiative to the 40th Assembly for endorsement.

1. INTRODUCTION

1.1 In response to the growing global challenges of aviation safety, ICAO is establishing and implementing a Global Aviation Safety Oversight System (GASOS) within the framework of the Global Aviation Safety Plan (Doc 10004, GASP) and the Global Strategy and Action Plan for the Improvement

¹ English and Spanish versions provided by Bolivia (Plurinational State of).

² 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)).

of Regional Safety Oversight Organizations (RSOO) and the establishment of a global system for the provision of safety oversight.

1.2 From September 11 to 12 of 2017, in Montreal, Canada, the first meeting of the working group (GASOS-SG) was held with the participation of different States, RSOOs and ICAO regional offices where Bolivia participated as a member of the Sistema Regional de Cooperación para la Vigilancia de la Seguridad Operacional (SRVSOP) to contribute with the experiences of the States in the SAM Region. The study group debated whether there would be an inherent conflict of interest between the mandate of the ICAO Universal Safety Oversight Audit Programme (USOAP) when auditing compliance with State safety oversight and the recognition of ICAO safety oversight providers.

1.3 The study was conducted from August 11 to October 31, 2017. The analysis included the identification of risks and their mitigation strategies; a review of several options for the establishment and implementation of GASOS and its potential impact; costs and benefits for ICAO and the SRVSOP.

2. ANALYSIS

2.1 GASOS should be composed of a range of safety oversight providers, including RSOOs. The main beneficiaries of GASOS would be the ICAO Member States, as they would have access to the best global practices and flexibility to choose and combine the support of different options of safety oversight providers, covering various tasks and functions of oversight.

2.2 The analysis included an identification of risks and their mitigation strategies; a review of several options for the establishment and implementation of GASOS and provides information for the development of a business case that could help determine if GASOS would be financially viable as a self-financing program.

2.3 A GASOS Study Group (GASOS-SG) integrated of experts from the interested parties was established to support the development of GASOS, in this group Bolivia participates as a member state of the SRVSOP. The group presented the report of Phase 1, which addresses the first eight areas of focus, with the purpose of obtaining contributions from the members of GASOS-SG.

2.4 The functions of safety oversight encompass functions and activities directly related to States with respect to safety oversight obligations. A State of the SAM Region could delegate certain safety oversight functions to another member State or to an RSOO.

2.5 The conclusion of the feasibility study indicated that the GASOS initiative would be feasible. The review process helped clarify a number of institutional issues and pointed more clearly towards an address where GASOS could offer the most value. Supporting safety oversight capacity at the operational level would probably have the greatest overall impact on improving safety oversight capacity for our SAM region.

3. CONCLUSION

3.1 Most of the SAM Region States have had to overcome major challenges related to the lack of human and financial resources. This means that the SRVSOP is on track to exploit its full potential as a cost-effective supplier of safety oversight.

3.2 The SRVSOP has contributed to the improvement of safety oversight levels for more than fifteen years. It has contributed greatly to the development of harmonized or common aviation requirements, inspector's manuals and other guidance materials and inspector training. The SRVSOP excels in the provision of Level 1.

3.3 Among the advantages that SRVSOP would have when having the delegation of the Level 2 services, goes from counting the benefit of having the experience and knowledge of the SRVSOP staff to carry out inspections and investigations that would help improve safety optimally and successfully. Also, the SRVSOP member states would benefit by not duplicating their inspections thus offering greater effectiveness, speed, economy and safety. In addition, the sharing of information and experiences allows the flexibility to achieve safety objectives faster than if we had done it separately.

3.4 As more States benefit from using the services of the ICAO evaluated and recognized RSOOs, the industry will benefit from the efficiencies related to a more harmonized implementation of ICAO standards and best practices and a reduction in the duplication of oversight activities in the South American Region.

3.5 GASOS would allow the strengthening of the safety oversight capacity of the States of the South American Region, providing the States with a range of solutions for the delegation of functions or safety oversight activities to safety oversight organizations (SOOs) competent and recognized.

3.6 The common good of safer air travel continues to inspire individuals and organizations to rise above competitive interests towards shared goals. GASOS is a necessary step to allow to maintain the current level of safety of civil aviation in the world.

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