



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)

THE GLOBAL AVIATION SAFETY OVERSIGHT SYSTEM (GASOS)

(Presented by Presented by 54 Contracting States, Members of the African Civil Aviation Commission (AFCAC)²)

EXECUTIVE SUMMARY

This paper presents Africa's views as regards working paper AN-Conf 13-WP/17.

Action: The Conference is invited to:

- a) note Africa's position with reference to working paper AN-Conf 13-WP/17;
- b) urge ICAO to set aside working paper AN-Conf 13-WP/17 recommendation (d) "request ICAO to present GASOS for endorsement at the 40th Session of the Assembly";
- c) urge ICAO to complete the gap analysis to strengthen and improve the current Regional Safety Oversight Organizations (RSOOs);
- d) encourage ICAO to explore alternative safety oversight models to resolve current inefficiencies and address future challenges;
- e) recommend that GASOS Study Group should continue to:
 - 1) be utilized to ensure access to the expertise needed to mature the program; and
 - 2) work to address the political, administrative, legal, and safety related aspects which may be affected by this approach before any implementation may be considered.

1. INTRODUCTION

1.1 While Africa generally supports the idea of Global Aviation Safety Oversight System (GASOS), the principle of "a voluntary and standardized assessment and recognition mechanism for Safety Oversight Organizations (SOOs)..." (from Global Aviation Safety Oversight System (GASOS) Concept of Operations, issue 2 of 20 July 2018) may be subject to misinterpretation if this aspect is

¹ English and French versions provided by AFCAC.

² 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, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome And Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic Of Tanzania, Zambia, Zimbabwe.

rushed through to ICAO Council for endorsement without proper control mechanisms to stop commercialization of safety oversight.

1.2 In line with the Ezulwini declaration on Regional Safety Oversight Organization in Africa, 22-24 March 2017, African States:

- b) acknowledge the slow progress in the implementation of Critical Elements of Standards and Recommended Practices (SARPs);
- c) the need for a global strategy and action plan for the improvement of Regional Safety Oversight Organizations (RSOOs); and
- d) the establishment of a global system for the provision of safety oversight.

1.3 The Ministerial declaration of 22-24 March 2017 did not expressly mention SOOs as these by definition may include "...other international organisations...." The emphasis was rather on States and /or RSOOs as clarified by the Ministerial Declaration, Appendix C paragraph 19 that - "ICAO recognized safety oversight provider that could include the civil aviation authority of a State that provides assistance to another State, or an RSOO that carries out safety oversight tasks and functions."

2. DISCUSSION

2.1 AFCAC Member States noted AN-Conf/13-WP/17 presented by the Secretariat, however African States believe that adoption of the GASOS principle is immature at this point as more work still needs to be done to ensure that GASOS overall objectives are met without necessarily commercializing safety oversight and thereby undermining the established RSOOs. The current understanding is that:

- a) the intent of GASOS is to establish a network of ICAO-recognized safety oversight organizations, to assist in strengthening safety oversight capabilities;
- b) these recognized safety oversight organizations may include commercial entities and this is contrary to what was presented to African Ministers in Swaziland and is tantamount to countries surrendering their sovereignty to commercial entities;
- c) the intent of the ministerial declaration in Swaziland was for "Improvement and strengthening of RSOOs" through activities to be undertaken by ICAO;
- d) define 5 criteria listed below which will be used for the evaluation and the gap analysis to strengthen and improve the current RSOO, which has not been done:
 - 1) relevance;
 - 2) effectiveness;
 - 3) efficiency;
 - 4) sustainability; and
 - 5) adaptability.

2.2 It is Africa's considered position that AN-Conf/13-WP/17 recommendation (d) "request ICAO to present GASOS for endorsement at the 40th Session of the Assembly" is premature as more work still need to be done to preclude misinterpretations and re-focus on the strengthening of RSOOs.

3. CONCLUSION

- a) There is a need to complete the gap analysis to strengthened and improve the current RSOO;
- b) To explore alternative safety oversight models to resolve current inefficiencies and address future challenges;
- c) The GASOS Study Group should continue to:
 - 1) be utilized to ensure access to the expertise needed to mature the program; and
 - 2) work to address the political, administrative, legal, and safety related aspects which may be affected by this approach before any implementation may be considered.

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