



THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE B

Agenda Item 8: Emerging safety issues

8.2 Emerging safety issues

GOVERNMENT SAFETY INSPECTOR (GSI) TRAINING MATERIAL

(Presented by South Africa)

EXECUTIVE SUMMARY

This working paper presents the need to develop Government Safety Inspector (GSI) courses for safety oversight technical personnel in all ICAO Universal Safety Oversight Audit Programme (USOAP) audit areas. ICAO has developed three GSI courses in the area of airworthiness (GSI-AIR), aircraft operations (GSI-Ops) and personnel licensing (GSI-PEL). No such courses have been developed for the other five audit areas under ICAO USOAP. The lack of GSI courses impacts on the ability of States to fulfil their safety oversight roles and responsibilities under the *Convention on International Civil Aviation* (Doc 7300) and its supporting Annexes.

Action: The Conference is invited to request that ICAO prioritise the development GSI-Courses across all ICAO USOAP audit areas to enable a uniform and standardized training of safety oversight technical personnel.

1. INTRODUCTION

1.1 There are three Government Safety Inspector (GSI) courses under the ICAO Universal Safety Oversight Audit Programme (USOAP) audit areas of airworthiness (AIR), flight operations (Ops) and personnel licensing (PEL). These courses are available through ICAO endorsed GSI training centres worldwide.

1.2 The lack of GSI courses in all ICAO USOAP audit areas creates a capacity gap within the States Safety Oversight System, thus impacting the ability of safety oversight technical personnel to fulfil their safety oversight obligation under the *Convention on International Civil Aviation* (Doc 7300).

1.3 Whilst acknowledging the existence of safety oversight-related training programs conducted at aviation training academies worldwide, it must be noted that the scope and content of these courses are not always aligned to the ICAO safety oversight framework and therefore may not provide a standardized and uniform training for safety oversight technical personnel.

1.4 In addition, the costs attached to these courses makes them almost inaccessible to the least developing countries - contrary to the ICAO “No Country Left Behind” initiative.

2. DISCUSSION

2.1 As signatories to the Chicago Convention, States are required to fulfil their regulatory obligations as prescribed under the Convention and its supporting Annexes. ICAO Annex 19 – *Safety Management* prescribes the State safety oversight model which provides the framework for an effective safety oversight system based on eight critical elements (CEs).

2.2 The training and competencies of safety oversight technical personnel is directly linked to CE-4 which requires States to ensure that technical personnel responsible for safety oversight are adequately trained, qualified and competent to perform safety oversight roles and responsibilities of the State.

2.3 In aeronautical meteorology for instance, meteorological information is a key enabler for a high number of operational processes in the air traffic management (ATM) system. Despite this fact, there is lack of aviation system block upgrade (ASBU) modules related to the oversight of aeronautical meteorology within the *Global Air Navigation Plan* (Doc 9750, GANP) framework to ensure a high quality meteorological information. Added to this is the lack of ICAO GSI-Course specific to meteorological (MET) oversight at ICAO endorsed training centres.

2.4 There is therefore a greater need for ICAO to develop GSI-Courses for all ICAO USOAP audit areas within the framework of TRAINAIR. Such courses are critical in assisting States to develop the necessary skills, knowledge and competence to conduct an effective safety oversight over entities and organization providing service to international civil aviation.

2.5 Finally, the availability of ICAO GSI-Courses addressing all audit areas within the framework of USOAP will help States fulfil their safety oversight obligations under the Convention for International Civil Aviation as called for in Article 28 as well as ICAO Assembly Resolution (A29-13), *Improvement of Safety Oversight*.

3. CONCLUSION

3.1 There is an urgent need for ICAO to develop GSI-Courses across all ICAO USOAP audit areas within the framework of TRAINAIR to ensure the availability of adequate number of highly trained, competent and experienced safety oversight technical personnel within the States safety oversight system.

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