



WORKING PAPER

ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 29: Global Aviation Safety Oversight System (GASOS)

THE GLOBAL AVIATION SAFETY OVERSIGHT SYSTEM (GASOS)

(Presented by Bolivia, supported by the States of the ICAO SAM Region and LACAC²)

EXECUTIVE SUMMARY

In response to the growing challenges of aviation safety oversight around the world, ICAO is working to establish and implement the GASOS.

This paper presents the experience of Bolivia in the study group, as a member of the Regional Safety Oversight Cooperation System (SRVSOP). The GASOS study group reviewed the proposal to create the GASOS as the best possible solution for ensuring effective and cost-efficient safety oversight at the global level.

Action: The Assembly is invited to:

- a) support the GASOS initiative, and;
- b) request regional safety oversight organisations (RSOOs) to assess the risks and benefits of GASOS recognition.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	Not applicable
<i>References:</i>	Doc 9734 <i>Safety Oversight Manual, Part B – The Establishment and Management of a Regional Safety Oversight Organisation</i> Report of the Forum on Regional Safety Oversight Organisations (RSOOs) for Global Aviation Safety

¹ Spanish version provided by Bolivia.

² Belize, Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Nicaragua, Panama, Paraguay, Peru, Uruguay and Venezuela

1. INTRODUCTION

1.1 In response to the growing challenges of aviation safety oversight around the world, ICAO is working to establish and implement a global aviation safety oversight system (GASOS) in the context of the Global Aviation Safety Plan (GASP) and the Global Strategy and Action Plan for the Improvement of Regional Safety Oversight Organisations (RSOOs).

1.2 GASOS is a system designed by ICAO to evaluate, recognise and continually monitor the ability of safety oversight organisations (SOOs) to carry out functions on behalf of States, with the objectives of building State safety oversight capacities and making SOOs more effective and efficient.

1.3 On 11-12 September 2017 in Montreal, Canada, the first meeting of the GASOS Study Group (GASOS-SG) was held with the participation of various States, RSOOs, and ICAO regional offices. Bolivia attended as a member State of the SRVSOP, to share its experience.

1.4 GASOS will give States a global range of options for delegating safety functions or activities. GASOS recognises three levels of delegation from States to RSOOs. Level 1: advice and coordination; Level 2: operational assistance, and; Level 3: full delegation.

1.5 Since the first meeting, three (3) meetings have taken place as well as numerous teleconferences which touched on matters such as the implementation plan, the risk register for the initiative, pilot tests, legal reviews, the development of the GASOS manual, and a cost-benefit analysis for States.

1.6 The study group debated the GASOS concept of operations, which includes a description of the main objectives of the GASOS, an outline of the principles, the GASOS processes, interfaces, and the expected benefits and challenges.

1.7 There were discussions about how GASOS audits will interface with the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) process, and about the independence of the audits of both programmes. Each programme must be functionally independent from the other to avoid any conflict of interest.

1.8 GASOS progress reports reviewed strategies involving the RSOOs and the action plans analysed at the first Safety and Air Navigation Implementation Symposium (SANIS), with major emphasis on the functions to be delegated by States to RSOOs having GASOS recognition. The responsibility for oversight will always remain with the States under the Chicago Convention. GASOS would help strengthen and improve RSOOs such that they can offer member States better safety oversight assistance with robust legal and technical support. GASOS will build on what already exists, and make continual improvements.

1.9 The GASOS manual will serve as a guide for interested States to proceed with appropriate delegation to recognised RSOOs, and will also provide guidance to organisations seeking GASOS recognition.

1.10 Pilot GASOS evaluation missions were conducted at the Central American Agency for Aviation Safety (ACSA), Transport Canada Civil Aviation (TCCA), and the Banjul Accord Group Aviation Safety Oversight Organisation (BAGASOO).

2. DISCUSSION

2.1 In the course of discussions regarding interfaces between the GASOS and the USOAP CMA, one of the issues raised was the independence of both programmes. States are very concerned about the possible impacts of GASOS on effective implementation (EI) outcomes. In that respect, it might be more appropriate for the two programmes to be *interdependent* rather than independent. The pilot tests will be critical in defining the GASOS evaluation mechanisms.

2.2 RSOOs will have to identify the benefits and risks of the GASOS recognition process. The SRVSOP has received Levels 1 and 2 assistance for its member States and, in accordance with the guidance set out in Doc 9734 Part B, has established a quality control system for the main processes with an on-going commitment to their continual improvement.

2.3 The SRVSOP has contributed to the improvement of the safety oversight systems of member States for more than fifteen years, and has been a significant factor in the development of Latin American Aviation Regulations (LARs) that are compliant with the ICAO Standards and Recommended Practices (SARPs), the drafting of safety inspector manuals (OPS, AIR, PEL, AGA and ANS), as well as guidance material and related courses for government safety inspectors (GSIs). The SRVSOP, therefore, has proven to be efficient in the provision of GASOS Level 1 and 2 services.

2.4 SRVSOP work is reflected in the USOAP CMA audits, with an effective implementation (EI) rate of over 80% in member States. It will be necessary to assess the impact of the GASOS process for the evaluation, recognition and oversight of the SRVSOP, mainly as regards its funding mechanism.

3. CONCLUSIONS

3.1 The majority of States in the SAM Region have had to overcome major challenges due to a lack of human and financial resources, and the SRVSOP could further increase its potential to provide reliable safety oversight.

3.2 The process of preparing RSOOs for GASOS recognition and subsequent work may require additional financial resources. Therefore, the safety benefits of recognition will have to justify the cost.

3.3 As more and more States benefit from the services of RSOOs that are evaluated and recognised by ICAO, industry will benefit from the efficiencies gained from more harmonised implementation of ICAOSARPs. There will be less duplication of oversight activities in the South America Region, and more effective and efficient implementation of SSPs.

3.4 GASOS could strengthen the safety oversight capabilities of SRVSOP member States by further institutionalising the process for delegating safety oversight tasks and functions.