



WORKING PAPER

ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 29: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms

STRENGTHENING THE RSOOS – THE ROLE OF THE GLOBAL AVIATION SAFETY OVERSIGHT SYSTEM (GASOS) FOR THE BAG REGION

(Presented by Nigeria on behalf of the BAGASOO Member States: Cabo Verde, The Gambia, Ghana, Guinea, Liberia, Nigeria, Sierra Leone)

EXECUTIVE SUMMARY

This working paper presents BAGASOO initiative to support the GASOS programme for safety oversight organizations (SOOs) by participating in GASOS pilot assessment and encourage other entities to participate in this important ICAO's initiative.

Action: The Assembly is invited to:

- a) note the information contained in the paper;
- b) encourage ICAO to continue supporting regional agencies and the GASOS programme;
- c) endorse the GASOS programme as a solution to those States experiencing difficulties in meeting their safety oversight and accident and incident investigation obligations; and
- d) recommend ICAO to continue supporting the strengthening of regional aviation safety organizations by facilitating capacity building, access to technical support, and the sharing of experience and knowledge between organizations within the GASOS programme.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	N/A
<i>References:</i>	Doc 10004, <i>Global Aviation Safety Plan 2017-2019</i> Doc 9734, <i>Safety Oversight Manual, Part B — The Establishment and Management of a Regional Safety Oversight System</i> Assembly Resolution A 39-14, <i>Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets</i> Forum on Regional Safety Oversight Organizations (RSOOs) for Global Aviation Safety Report Ezulwini, declaration on Regional Safety Oversight Organisation in Africa. Ezulwini, Swaziland - 24 March 2017

1. INTRODUCTION

1.1 The current volume of air traffic is expected to double by 2030. In addition, aircraft ownership, registration and user business modes are changing, there is therefore a need for safety oversight systems to adapt to the future demands of rapidly expanding aviation industry, new technologies and processes. The existence of different regulatory systems as well as auditing and recertification programmes also require a rethink of safety oversight principles. In response to these increasing aviation safety oversight challenges experienced worldwide, ICAO has proposed to establish the Global Aviation Safety Oversight System (GASOS) within the framework of the Global Aviation Safety Plan.

1.2 GASOS is expected to be a voluntary, assessment and recognition system for Safety Oversight Organizations (SOOs) and Accident and Incident Investigation Organizations (AIOs). Under GASOS, safety oversight organisations such as State CAAs, Regional Safety Oversight Organizations (RSOO) or any other State, regional or sub-regional aviation safety oversight bodies that carry out safety functions or activities to support a State or group of States; it does not include private organization.

1.3 The primary objective of the GASOS proposal is the implementation of an enhanced safety oversight model that resolves the challenges faced by existing models and offers practical and affordable options in the area of safety oversight.

1.4 Under the GASOS programme, ICAO will recognize the qualifications and ability of a SOO to provide certain safety oversight functions and accident and incident investigation on behalf of a State or group of States.

1.5 The Banjul Accord Group Aviation Safety Oversight Organization (BAGASOO) was established in 2010 as a result of the institutionalization of the ICAO COSCAP-BAG Project by Banjul Accord Group of States (Cabo Verde, Gambia, Ghana, Guinea, Liberia, Nigeria and Sierra Leone) in pursuance of its objective to foster the development of international civil aviation among member States within its region. Its primary functions are among others: to assist in the development of a harmonized regulatory regime for the Member States; perform certification and surveillance tasks on behalf of Member State CAAs; assist to develop and implement a training and regional safety programme; evaluate the status of aviation safety in the Member States through the conduct of audits and other quality assurance activities; plan and facilitate the sharing between Member States of technical expertise and facilities in civil aviation.

1.6 BAGASOO is a member of the GASOS Study Group since its inception and supports the objectives of GASOS as a tool to ultimately enhance the safety oversight capabilities of States. In line with efforts to strengthen it as an assessment and recognition mechanism for SOO, BAGASOO voluntarily accepted to be subject to a pilot assessment in October 2018 following submissions and decisions on GASOS at the Thirteenth Air Navigation Commission (AN-Conf13).

1.7 The pilot assessment was recently conducted by ICAO under the GASOS programme from 6 to 10 May 2019. BAGASOO applied for recognition of a total of 23 safety functions on the areas of Flight Operations (OPS), Airworthiness (AIR), Aerodromes and Ground Aids (AGA) and Generic criteria (GEN) for delegation of safety functions at GASOS “Level 2: Operational assistance functions”. The assessment was successfully conducted on all areas except on Operations (OPS). A desk-top assessment is to be conducted later for this component.

1.8 This paper presents the experience of BAGASOO during the assessment. It provides information on the lessons learnt and benefits realised.

2. DISCUSSION

2.1 The GASOS assessment of BAGASOO further deepened its sense of appreciation of the overall level and scope of Organisational policies procedures and processes that should be established for the sustainable, efficient and effective provision of safety oversight services, particularly in the capacity of a delegated organisation.

2.2 The assessment further emphasized BAGASOO's strengths and weaknesses and the organisation's resolve to minimise those weaknesses.

2.3 The preparation for the assessment has helped BAGASOO to improve the quality of materials used by the organization in providing assistance to member States such as generic regulations, guidance material, Inspector and Organisational policy and procedure manuals, thereby strengthening the organization capability to raise the level of effective implementation (EI) of its Member States.

2.4 It has accelerated BAGASOO's efforts towards full harmonisation of regulations among its Member States.

2.5 Reinforced the credibility of BAGASOO's status and work done on behalf of BAGASOO Member States.

2.6 Member States are more committed and the Board of Directors' is determined to give its full support and participation in the programme.

3. CONCLUSION

3.1 The pilot assessment is an essential step in demonstrating the capability of the GASOS assessment mechanisms. Furthermore, it provided BAGASOO an opportunity for continuous improvement of safety in its region:

- a) in the light of the above, BAGASOO encourages ICAO to maintain focus and tempo on the implementation of its programme of activities towards full launch of the GASOS;
- b) supports the ICAO efforts aimed at GASOS establishment and development of regional organizations; and
- c) invites States to provide full support to such organizations and ICAO initiatives with regard to the GASOS programme.