



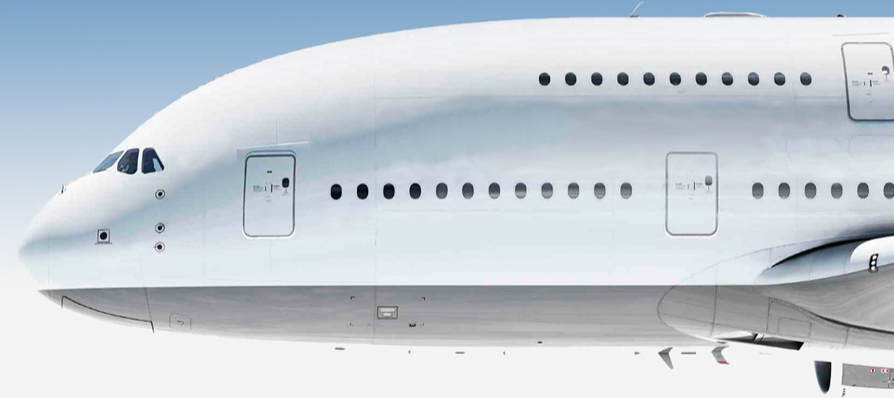
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# Global Aviation Safety Oversight System (GASOS) and Regional Safety Oversight Organizations (RSOOs)



**Agenda Item 5 - P/09 Rev.**

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# Outline

- Current Global Situation
- Regional Solutions
- Evolving with the Future
- What is GASOS
- GASOS Objectives
- GASOS as a System
- Benefits of GASOS
- RSOO Cooperative Platform



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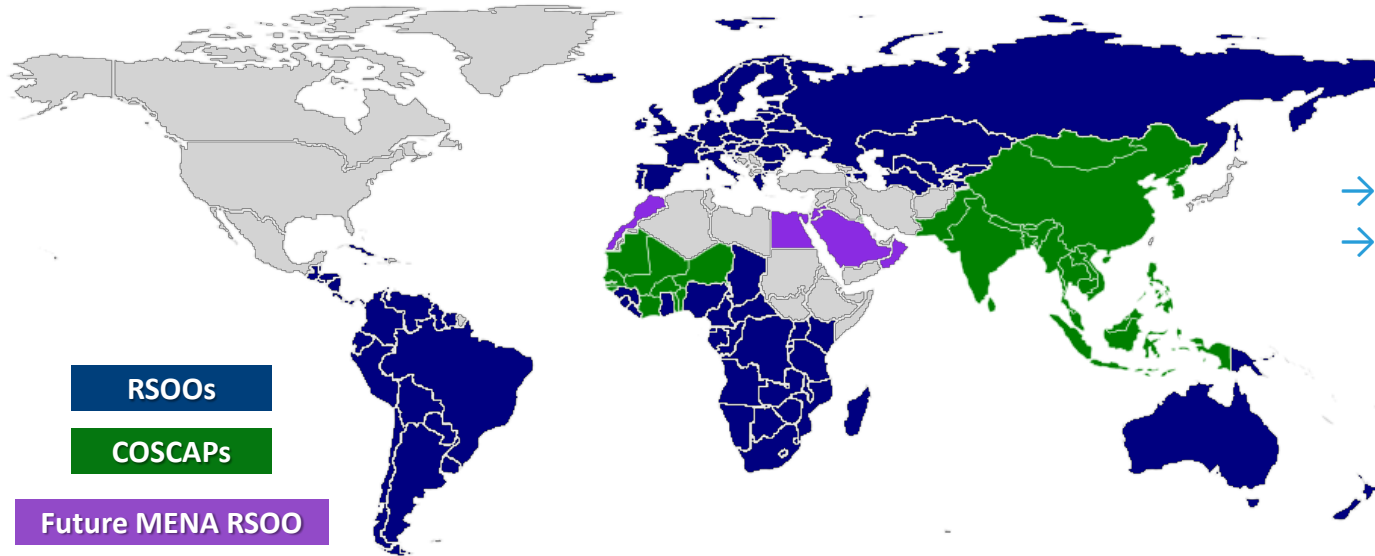


# Current State of Play

- Many States continue to struggle meeting their safety oversight obligations;
- Effective implementation of SARPs is increasing at a nominal rate;
- States have limited financial and technical resources;
- External assistance (from State and Regional Organizations) is often necessary; and
- Regional solutions are possible options, but they have their own challenges



# Regional Solutions



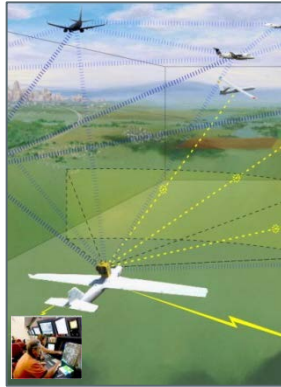
- ~160 Member States
- 95 % want to participate in GASOS



# Evolving with the Future



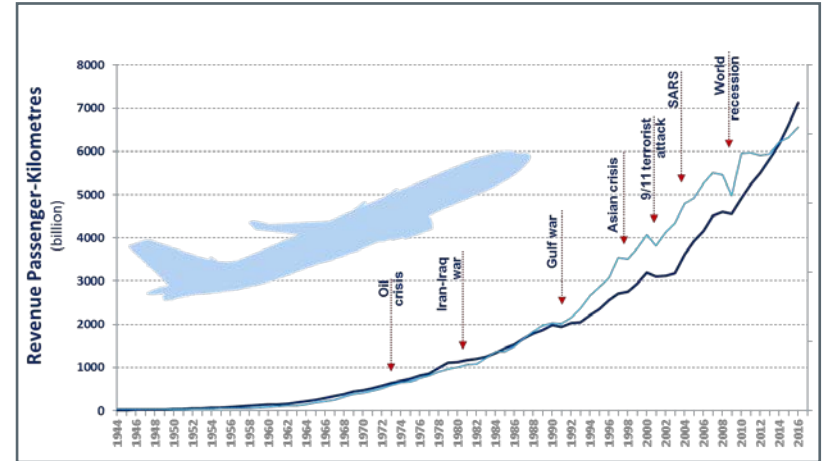
Cyber Safety



RPAS



Space Transportation



Growth of Air Transport



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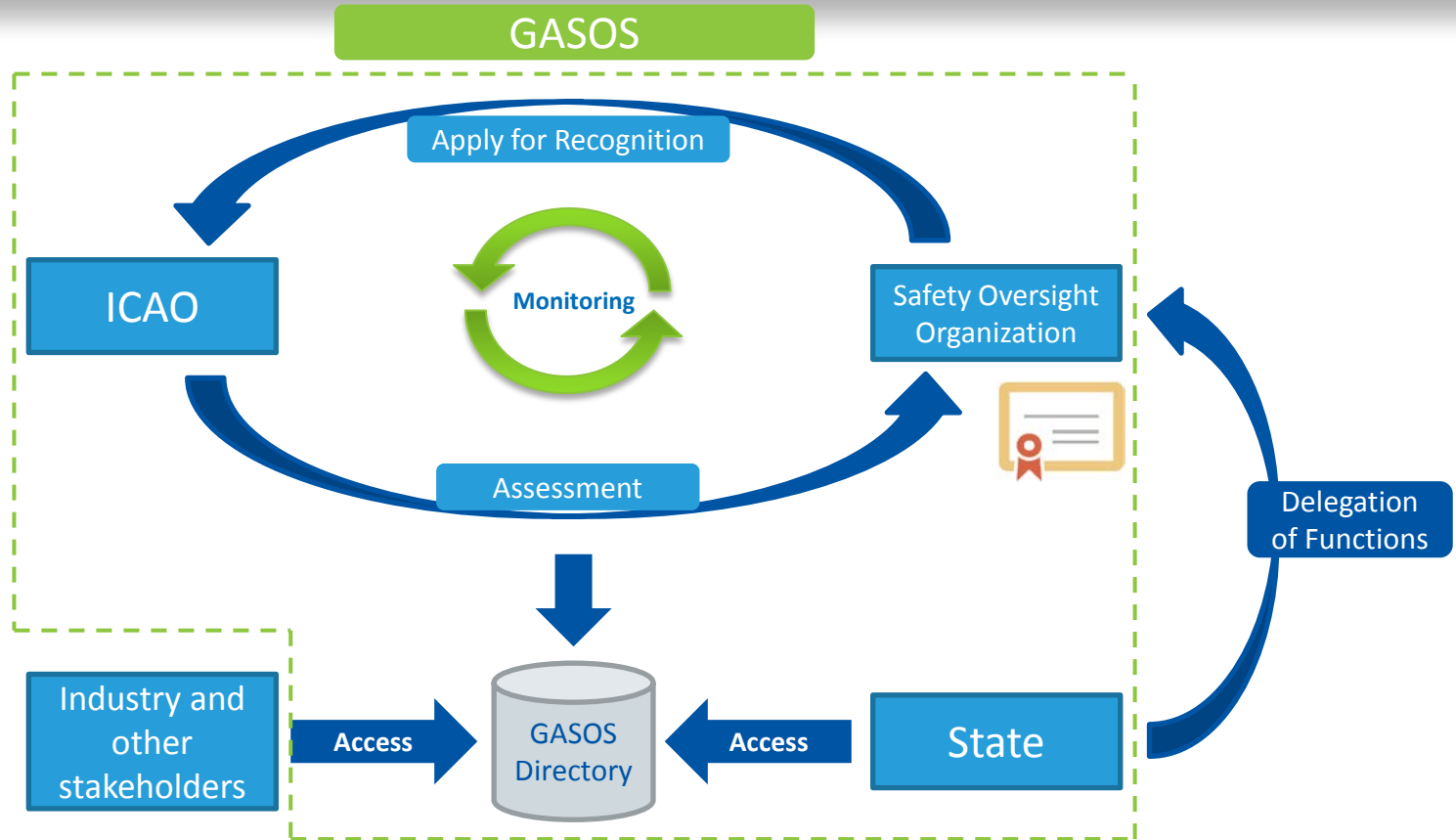
# What is GASOS

- GASOS is a system designed by ICAO to assess, recognize, and monitor the capability of Safety Oversight Organizations (SOOs) to perform safety functions on behalf of States.
- GASOS will provide States with a global range of solutions for delegating safety functions or activities.
- The results will allow for more efficient and effective use of limited resources and greater harmonization worldwide.



## GASOS Objectives

1. Strengthen State safety oversight capabilities; and
2. Make SOOs more effective and efficient.







# GASOS Levels of Delegation

## Level 1 – Advice and Coordination

- Developing regulations, manuals, checklists and other guidance material;
- Coordination of a pool of inspectors or experts

## Level 2 – Operational Assistance

- Providing training to inspectors;
- Performing certification and surveillance tasks such as inspections, audits, or reviews

## Level 3 – Full Delegation

- Issue, amend, or revoke certificates, licenses, and approvals on behalf of the State



## Benefits

### States

- **Provides an alternative** to having all safety oversight functions in-house with the required staffing.
- **Flexibility** to choose and combine from different organizations for the various functions.
- **Access to services** beyond the conventional RSOOs, from outside of the State's sub-region, to more global best practices.
- Ability to maintain a more **cost-efficient and effective CAA**

### RSOOs

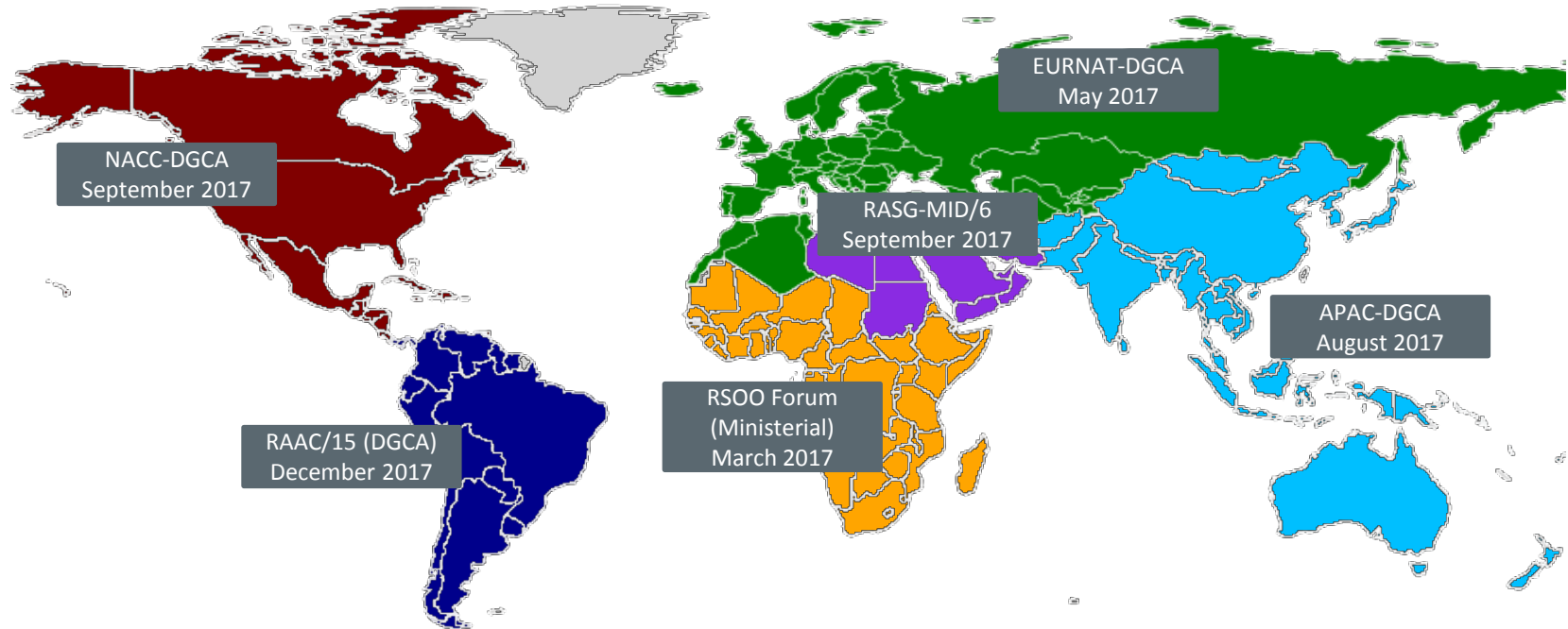
- RSOOs would be **empowered and strengthened** to effectively carry out functions on behalf of States.
- RSOOs would be **aligned with the ICAO aviation safety strategies in the GASP**.
- **Efficiencies would be realized** with respect to current regulatory systems and safety oversight audit programmes.

### ICAO

- Apply USOAP CMA to RSOOs and safety oversight organizations for States, resulting in more **efficient and effective use of resources**
- Provide for a **higher and more consistent compliance with the ICAO SARPs**
- **Improve** national and regional safety **oversight capabilities - GASP**
- **Safety enhanced globally**

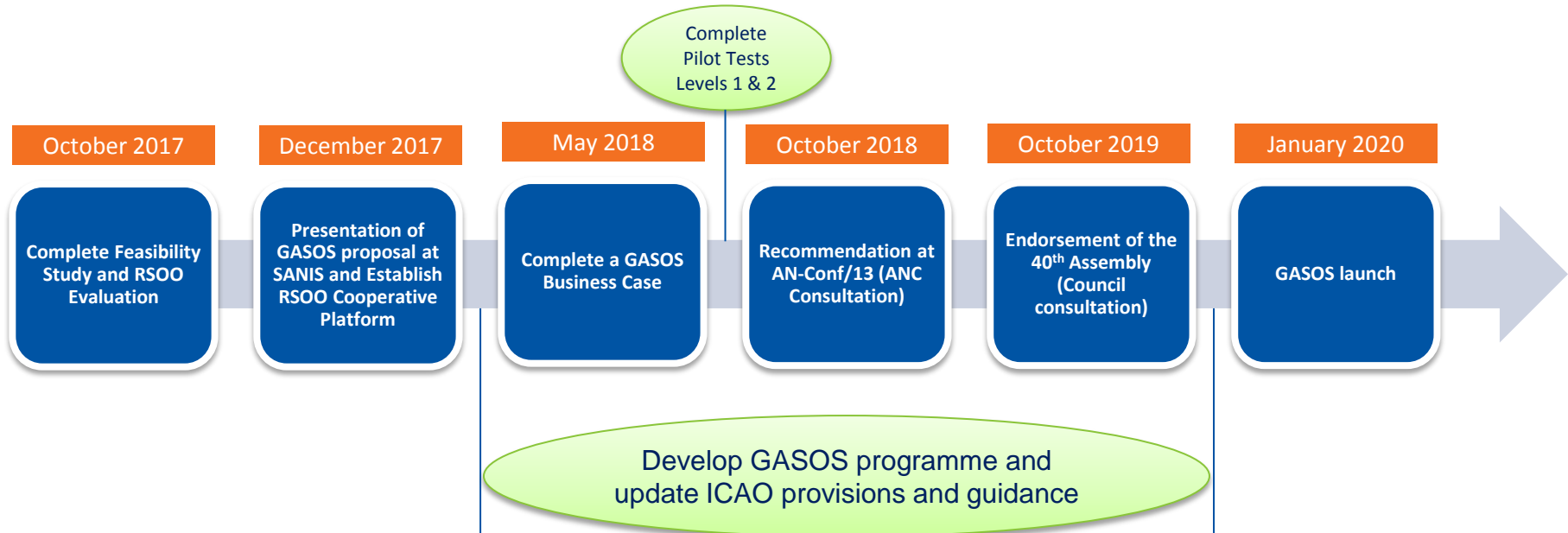


# Regional Endorsement



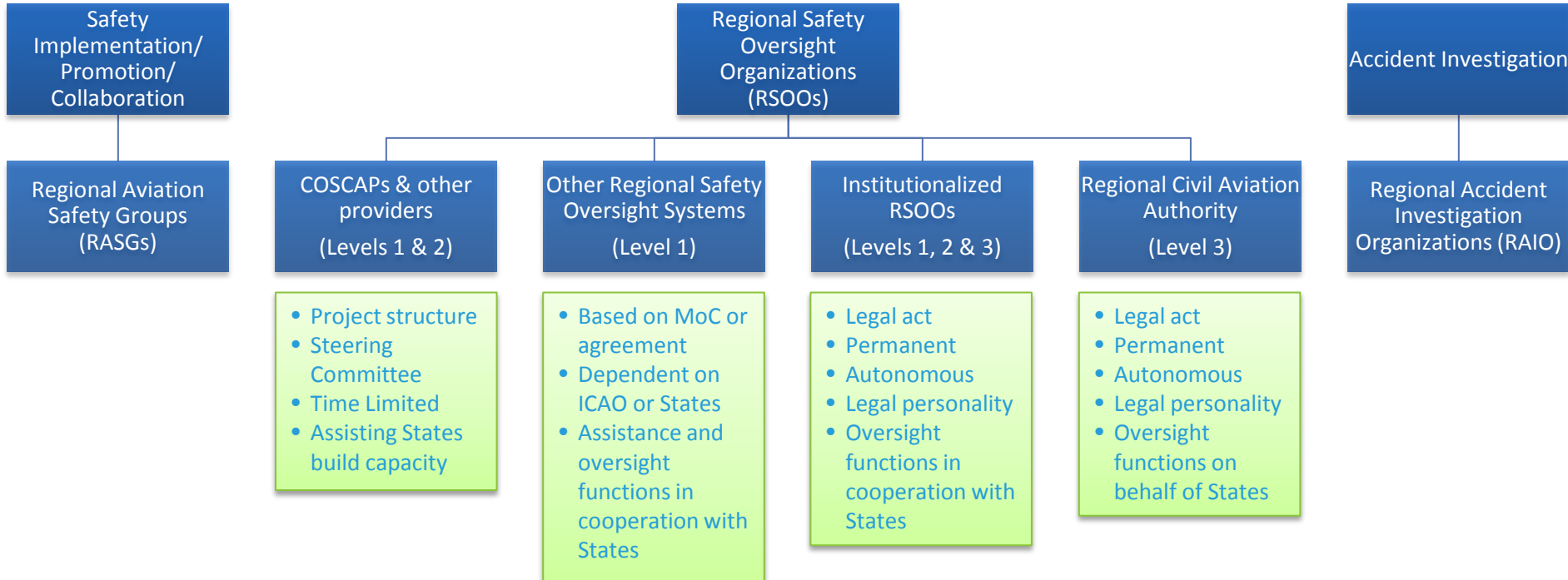


# Schedule and Milestones





# Existing Regional Aviation Safety Mechanisms





# Levels of Empowerment Examples

## (ICAO Evaluation of RSOOs Report Nov. 2017)

State Safety  
Oversight Providers

States  
(Level 1)

- France DGAC
- UK CAA
- Etc.

ICAO & CACs  
(Level 1)

- ICAO COSCAPs
- ICAO/LACAC SRVSOP
- AFCAC AFI-CIS
- ICAO TCB

Institutionalized  
RSOOs  
(Levels 1, 2 & 3)

- ASSA-AC, BAGASOO, CASSOA, CASSOS, iASO, PASO (Level 1)
- ACSA, AAMAC (Level 2)
- EASA, IAC, ECCAA (Level 3)

Other providers  
(Levels 1 & 2)

- DSNA, SENASA, IATA (Level 1)
- Bureau Veritas (Level 2)
- other consultants

Examples



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## RSOO Evaluation Conclusions

- Conducted May – August 2017
- RSOOs have been contributing towards the enhancement of levels of safety oversight for over ten years.
- Major challenges – insufficient resources and inadequate mandates still exist
- Most RSOOs have yet to exploit their full potential as cost effective providers of safety oversight, specifically as regards the provision of Levels 2 and 3 functions
- A cost differential exists between the more basic RSOOs and institutionalized RSOOs
- Most RSOOs need to be improved, evaluated and recognized by ICAO if they are to become a major supporting pillar of the GASOS



## RSOO Cooperative Platform - Context

- Membership: existing and future RSOOs, COSCAPs, ECCAA, AFCAC AFI-CIS
- Establishment, first meeting, approved ToRs and draft Work Plan in December 2017
- Primary objectives:
  - facilitate inter-RSOO communication;
  - become an information hub and competence center by facilitating the exchange of information and sharing of best practices, coordinating trainings, the development of handbooks and manuals, as well as establishing common or harmonized definitions, standards and specifications relevant to RSOO activities;
  - facilitate the supply of technical assistance and support to and between RSOOs;
  - interface with ICAO on topics of mutual interest for RSOOs;
  - provide a pool of RSOO experts;
  - nurture the continued stability and progression of RSOOs





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## RSOO Cooperative Platform - Actions

- Portal site, ICAO-NET access, invitations to and registration for ICAO events, access to USOAP OLF, etc.
- RSOOs share knowledge and experience
- RSOOs indicate needs for technical assistance
- RSOO-CP Pilot Projects : CASSOA common licensing system
- RSOO Working Paper for AN-Conf/13 in October 2018
- Monthly teleconferences initially; quarterly in the future
- Next plenary meeting in conjunction with the AN-Conf/13 to be held 12 October 2018



## Key Takeaways

- States keep ultimate **responsibility for Safety Oversight**
- GASOS is a **voluntary** programme
- There are **3 levels of delegation**
- Delegated functions and activities are **mapped to USOAP CMA PQs**
- Recognition is granted in respect to the **specific functions and delegation level** carried out by the safety organization
- Everyone **benefits** while aviation **safety is enhanced** globally





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# Back-up Slides



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# Key Figures

~ 160 Member States are under a Regional Mechanism

~ 40 Member States could be eligible for GASOS

~ 92% of RSOOs want to participate in GASOS