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GASOS

GLOBAL AVIATION SAFETY OVERSIGHT SYSTEM

ENHANCING SAFETY OVERSIGHT WORLDWIDE



Global Aviation Safety Oversight System (GASOS)

A General Overview



Outline

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

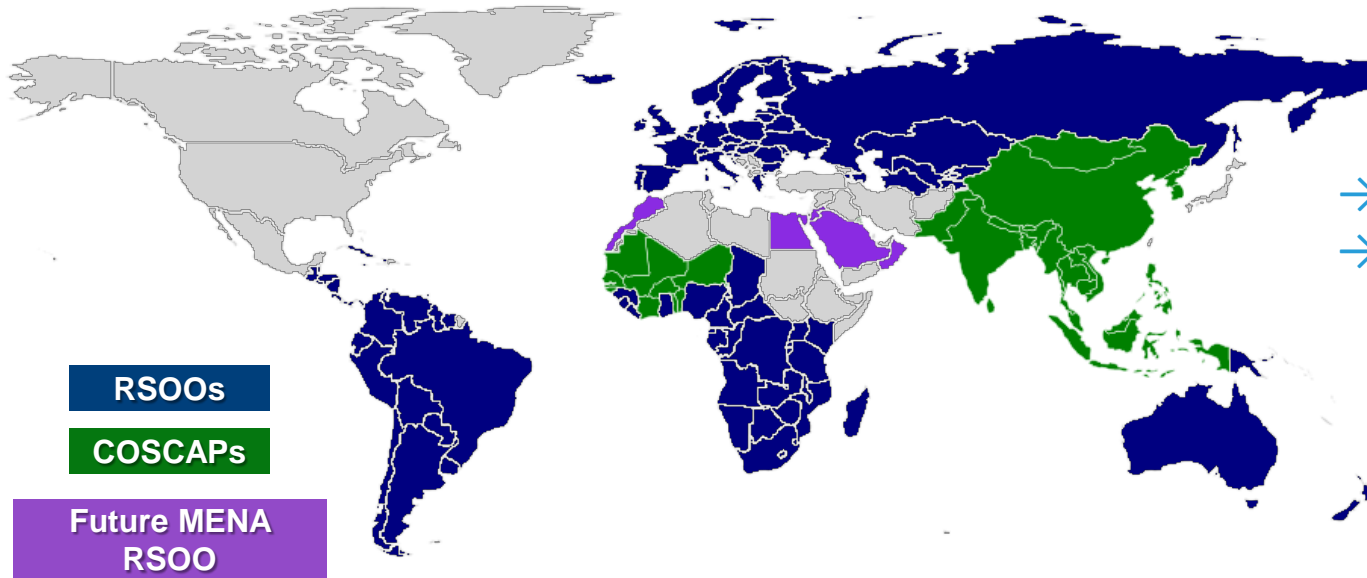


Current State of Play

- 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



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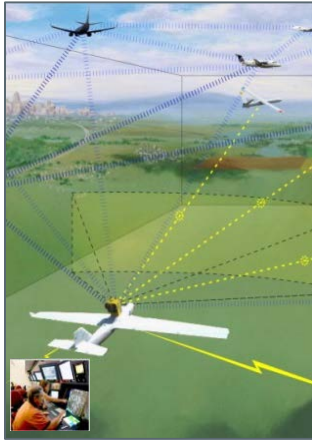
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Evolving with the Future



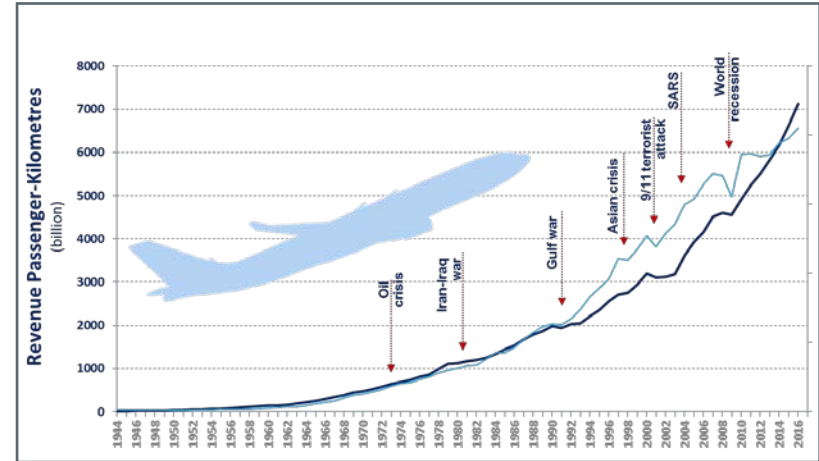
Cyber Safety



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 continuously monitor the capability of Safety Oversight Organizations (SOOs) and Accident Investigation Organizations (AIOs) 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.



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GASOS Objectives

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

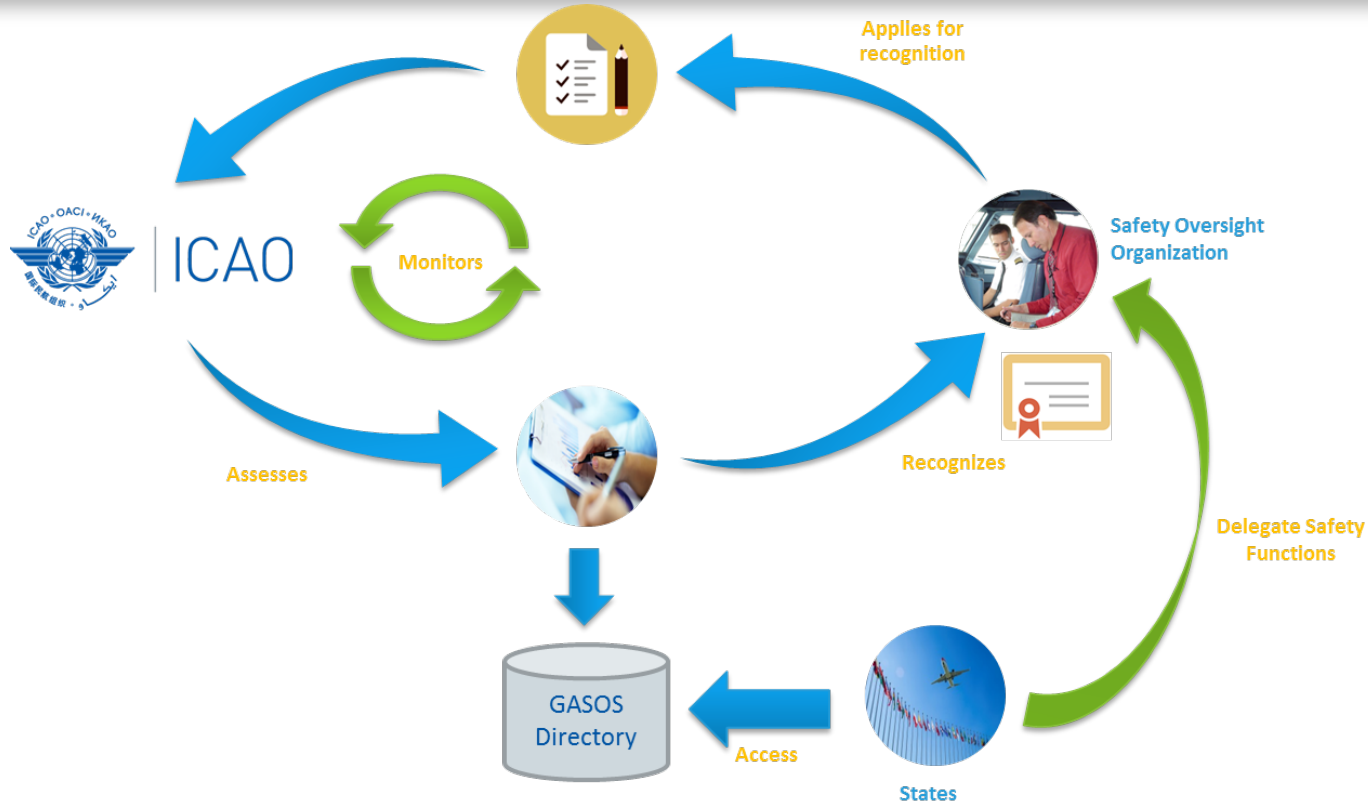


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GASOS Levels of Delegation

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.

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- 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**



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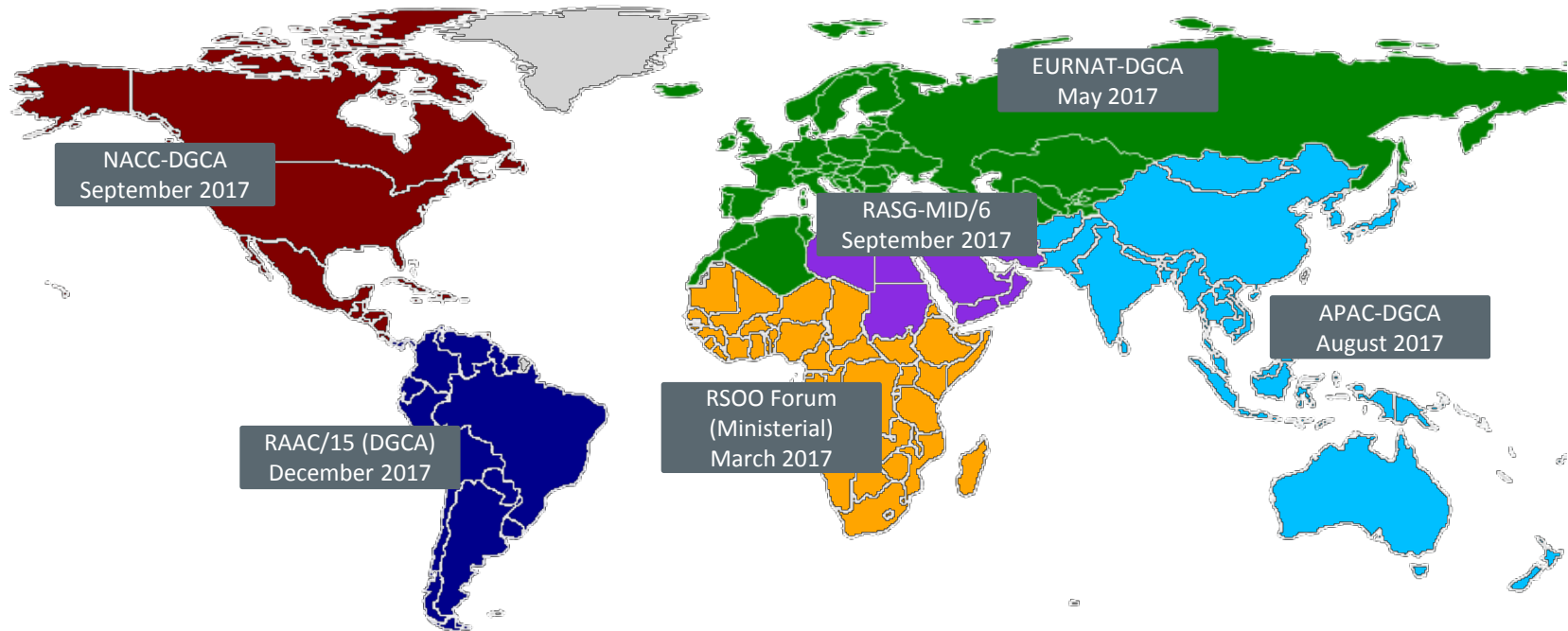
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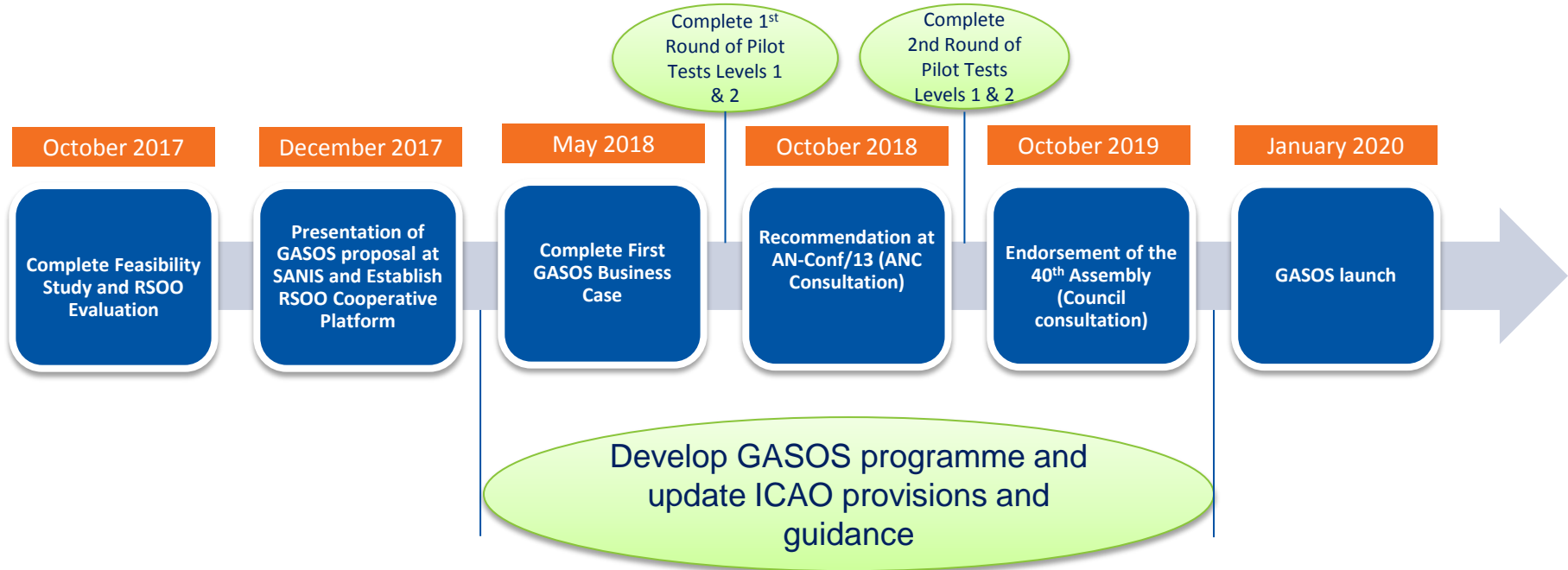


Regional Endorsement





Schedule and Milestones





Ad Hoc Legal Advisory Group

State Responsibility

- Effect on State responsibility and transfer of residual liability to CIAO are concerns
- Benchmarking to other like international arrangements may suggest preventive controls

Capacity/Competence

- ICAO duty to assess SOOs under Chicago; impact on States' Article 33 obligations
- Possible legal mechanisms include Assembly Resolution

Conflict of Interests

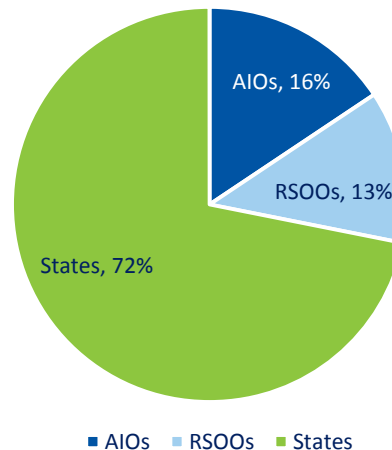
- ICAO auditing (USOAP) of SOOs it has “recognized” (GASOS) may create a potential conflict
- Potential actual, as well as apparent conflicts particularly relevant for Level 3 delegations



Survey Responses by Category

Organization Responses by Percentage

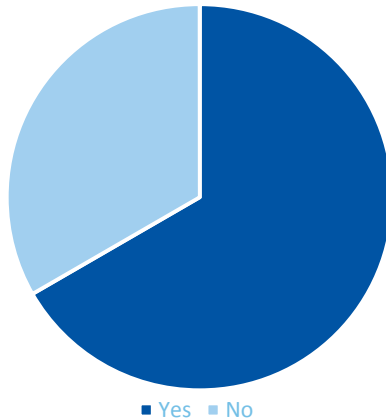
<i>Category</i>	<i>Number</i>
AIOs	10
RSOOs	8
States	46
Grand Total	64
<i>States in RSOOs</i>	<i>34</i>



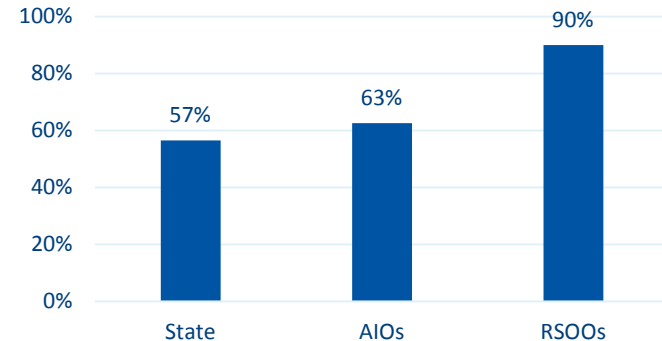


Interest in being Recognized as an SOO or AIO

- 67% responded that they would be interested in being assessed and recognized under GASOS. (Q25)



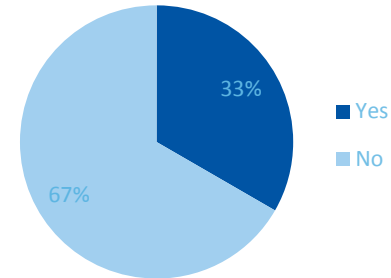
Organization Interested in recognition in Percentage



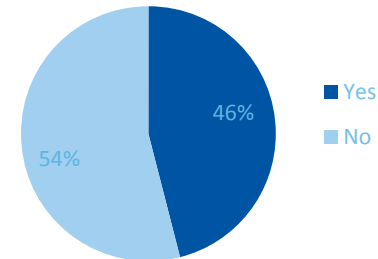
Delegating Safety Functions

- 33% responded that they are already delegating safety functions outside of their organizations.(Q10)
- 46% responded that they would be willing to delegate safety functions or more safety functions to ICAO recognized SOOs/AIOs in the future.(Q18)

Q10

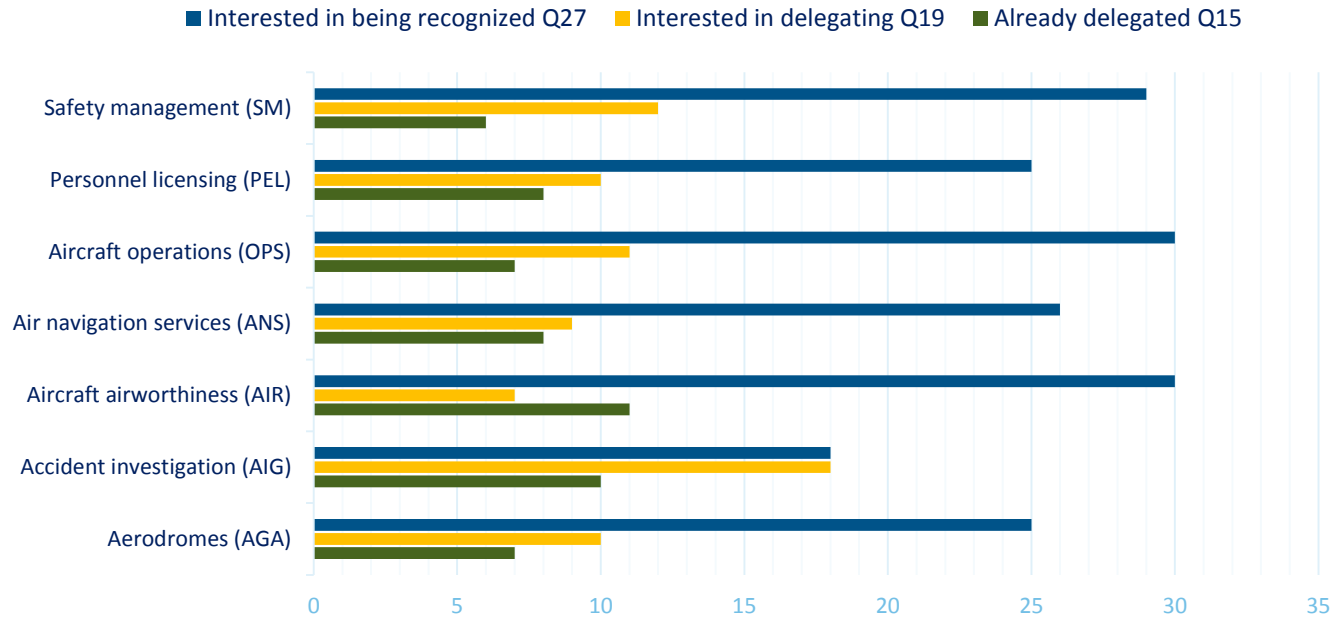


Q18





Technical Areas for Delegation and Recognition





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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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Questions ?

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