



allows RSOOs and other safety oversight providers to play an effective role. Consequently, AFCAC, ICAO, RSOOs in the region and all African States have so far supported all initiatives adopted by the Ministers especially as they relate to the strengthening of RSOOs.

- 1.3.** The 13<sup>th</sup> ICAO Air Navigation Conference (ICAO ANConf/13) held in Montreal, Canada from 9-19 October 2018 discussed the GASOS with a view to recommend it for endorsement by the ICAO Assembly in 2019. African States opposed certain parts of GASOS CONOPS<sup>1</sup> which suggested commercialization of safety oversight system.

## **2. DISCUSSION**

- 2.1.** While at the ICAO ANConf/13, African States expressed reservations on the aspect of GASOS relating to “voluntary and standardized assessment and recognition mechanism for safety oversight organizations (SOOs) or private entities...” The provision appeared to give way to private organisations to conduct safety oversight functions on behalf of States for a fee. It was strongly felt that this aspect of GASOS was not consistent with the spirit and intent of the Ministerial Declaration in Eswathini.
- 2.2.** After lengthy discussions, the Conference agreed to limit the scope of the GASOS Programme to State CAAs, RSOOs and other regional State-based mechanisms such as Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs). The Conference requested ICAO to address concerns in three main areas including **liability, governance and cost-benefit analysis to support progression of the programme** and noted the request for the ICAO Legal Bureau to be involved in finding the solutions for the legal and transfer of risk issues.
- 2.3.** The Conference also recommended that the current membership of the GASOS–Study Group (SG) will be reviewed to ensure access to the expertise and regional perspectives needed to progress GASOS.

## **3. CONCLUSION**

- 3.1.** It was finally agreed that GASOS should be presented for endorsement at the 40th Session of the ICAO Assembly **IF** the liability, governance and cost-benefit analysis issues and other concerns raised by the Committee have been addressed to the satisfaction of all concerned parties.

### **3.2. ACTION**

The Plenary is invited to:

- a) note developments relating to the GASOS and its preparation for endorsement by the ICAO Assembly in 2019;
- b) urge States to actively participate in the expanded GASOS–Study Group (SG) to thoroughly discuss development of GASOS;
- c) Recommend that GASOS Study Group should continue to:
  - be utilized to ensure access to the expertise needed to mature the program;
  - work to address the political, administrative, legal, and safety related aspects which may be affected by this approach before any implementation may be considered.

<sup>1</sup> CONOPS means concept of operations describing the characteristics of a proposed system and how it functions from the viewpoint of users of that system.



## ATTACHMENTS WP/13/A

### RESOLUTION ON THE CONCEPT OF THE GLOBAL AVIATION SAFETY OVERSIGHT SYSTEM (GASOS)

#### *The Plenary;*

**Recalling**, the Ministerial Declaration of 24 March 2017 in Eswatini, in which the proposed Global Aviation Safety Oversight System (GASOS), action plan to improve the effectiveness and sustainability of RSOOs and a new cooperative platform for RSOOs to facilitate the agreed evolution in regional collaboration where endorsed;

**Considering**, that the aviation industry is changing and becoming more complex, where new technologies are emerging and air traffic is forecast to double over the next fifteen years;

**Considering**, the strategic importance of the GASOS programme in aviation safety and its impact on safety oversight systems in Africa;

**Considering**, that the GASOS programme is being established to assist African States to improve their effective implementation of the ICAO SARPS;

**Mindful**, of the political commitment of African Union on supporting safety initiatives through which African States, donor States, organizations and industry coordinate their activities with a view to ensuring the effective implementation of the Standards and Recommended Practices;

**Commending**, AFCAC and States for their diligence in assessment of the GASOS CONOPS and advocacy at the last ICAO Air Navigation Conference;

**Mindful**, that a considerable number of African States are still below 30% EI;

**Concerned**, that some States are not able to fulfil all their aviation safety oversight obligations effectively;

#### **Resolves that:**

- a) AFCAC should continue coordinating and ensuring that the Ministerial Declaration of 24 March 2017 in Eswatini, in which the proposed Global Aviation Safety Oversight System (GASOS), action plan to improve the effectiveness and sustainability of RSOOs and a new cooperative platform for RSOOs to facilitate the agreed evolution in regional collaboration is pursued and accomplished;
- b) States should support and actively participate in the expanded GASOS–Study Group (SG) to thoroughly discuss and further develop GASOS;
- c) African States support ANConf/13 recommendation for ICAO to presents GASOS for endorsement at the 40th Session of the ICAO Assembly IF the liability, governance and cost-benefit analysis issues and other concerns raised by the Committee have been addressed to the satisfaction of all concerned parties;