



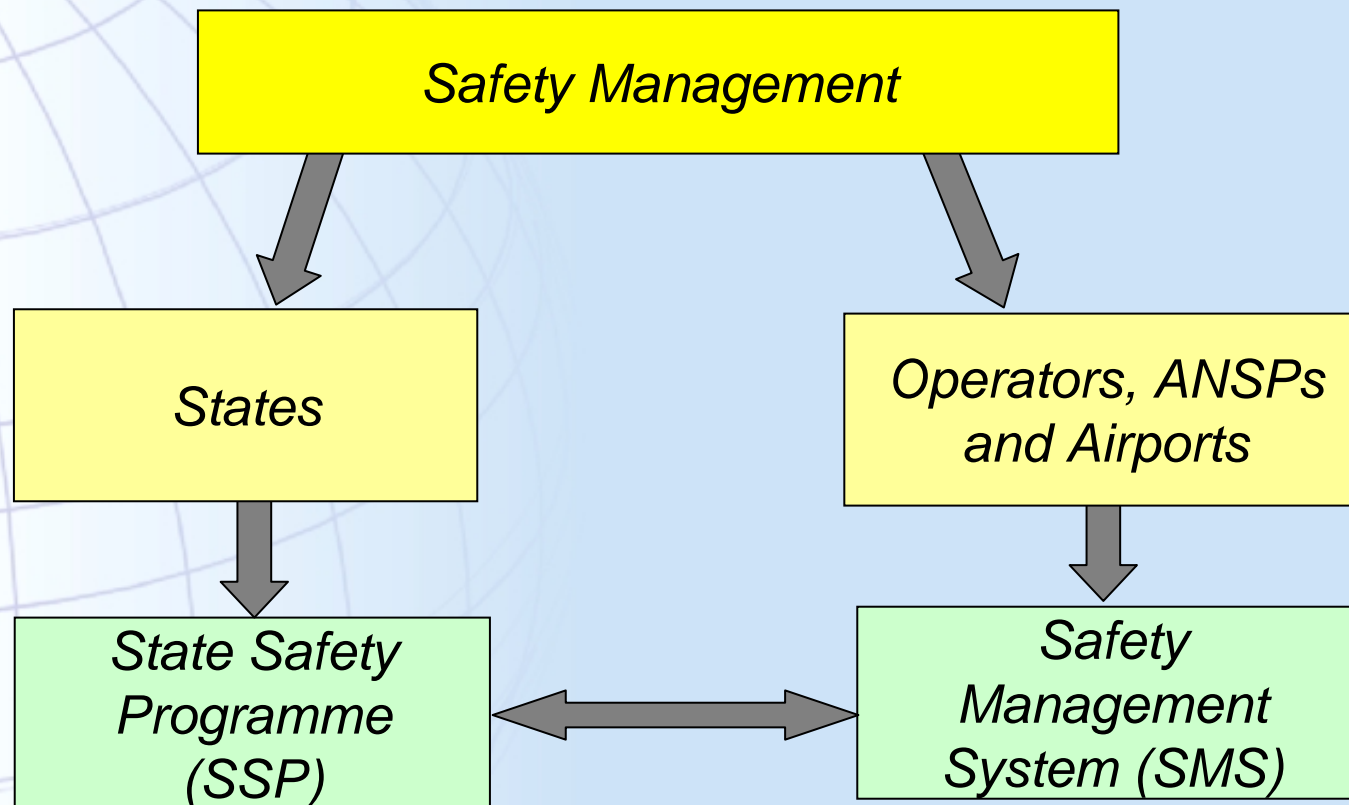
GASP/Roadmap and State Safety Programme

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Paul Lamy
Deputy Director
Air Navigation Bureau

International Civil Aviation Organization

ICAO safety management concept



GASP and SSP



- Have the same basic objective
 - ✓ Establishment of performance-based safety system
- Use the same principled approach
 - ✓ Identification of operational hazards; and
 - ✓ management of safety risks

GASP and SSP



→ Cover mostly the same topics

1.	State's safety policy and objectives	GASP/Roadmap
1.1.	CAA safety standards	GSI 1.1 and 1.3
1.2	CAA safety responsibilities and accountabilities	GSI 2.1 and 2.2
1.3	Accident and incident investigation	GSI 4.1, 4.2 and 4.3
1.4	Enforcement policy	----
2.	State's safety risk management	
2.1	Safety requirements for service providers SMS	CSI 7.1 to 7.5
2.2	Approval of service providers acceptable levels of safety	----

GASP and SSP



✈ Cover mostly the same topics (cont'd)

3.	State's safety assurance	
3.1	Safety oversight	GSI 2.1 to 2.2
3.2	Safety data collection, analysis and exchange	GSI 3.1 to 3.4; GSI 6.1 to 6.3
3.3	Safety data driven targeting of oversight on areas of greater concern or need	GSI 2.1 (BP2a-3)
4.	State's safety promotion	
4.1	Internal training, communication and dissemination of safety information	GSI 3.1 (BP3a-4); GSI 6.1 (BP6a-3 & BP6b-3); GSI 9.1 (BP9a-3); GSI 11, GSI 12
4.2	External training, communication and dissemination of safety information	

GASP and SSP



✈ Address the same safety issues from a different but complementary perspective

✓ SSP:

- A formal ICAO Standard to be implemented by each State at the national level

✓ GASP/Roadmap:

- A tool used to identify and address deficiencies at the regional/sub-regional level;
- The GASP/Roadmap process can also be used at the national level to facilitate the implementation of SSP by the State and SMS by the State's industry

Conclusions



→ GASP and SSP

- ✓ Have the same basic objective
- ✓ Use the same principle approach
- ✓ Cover mostly the same topics
- ✓ Address the same safety issue from a different but complementary perspective