



International Civil Aviation Organization

# Regional Seminar/Workshop on CMA and SAST

September 2011

## USOAP CMA Online Framework

Module 6

# Contents

- 6.1 Overview of CMA online framework
- 6.2 Functionalities of each component (MOU, State Profile, SAAQ, CCs, PQs, etc)
- 6.3 Responsibilities of State according to CMA Transition Plan, MOU and Doc 9735
- 6.4 Demonstration and hands-on exercises

## **6.1 Overview of CMA online framework**

# CMA Online framework is....

- ❑ **A suite of web-integrated applications and centralized database systems** to support the implementation of CMA activities, which includes:
  - ✓ **Collection** of safety-related information and documents from different sources
  - ✓ **Monitoring** and **reporting** of safety oversight activities by Member States

# Access through....



## ICAO

Uniting Aviation on  
Safety | Security | Environment

English ▾ ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Online Framework Logon Page

Pursuant to assembly resolution A37-5, this website has been developed to provide all Contracting States with access to CMA online framework for the:

1. completion/updates of the State Aviation Activity Questionnaire (SAAQ);
2. completion/updates of the Compliance Checklists (CCs) through the Electronic Filing of Differences (EFOD) System;
3. completion/updates of the USOAP CMA protocol questionnaires;
4. completion/updates of the State Corrective Action Plans (CAPs);
5. response to Mandatory Information Requests; and
6. access to all safety-related information generated by USOAP CMA activities.


### Login

User ID:

Password:

OK

© 2011 ICAO, All Rights Reserved



[www.icao.int/usoap](http://www.icao.int/usoap)

[www.icao.int/soa](http://www.icao.int/soa)

## Safety Oversight Audit Programme (USOAP) Website



this website has been developed to provide all Contracting States access to an online system for the:

1. completion of the State Aviation Activity Questionnaire (SAAQ);
2. completion of the Compliance Checklists (CC's) for the 16 safety-related Annexes; and
3. access to the results of the Comprehensive Systems Approach Audits including the audit findings, recommendations, State's action plan and comments, as well as the comments of the Safety Oversight Audit Section on a State's action plan in addition all relevant information derived from the Audit Findings and Differences Database (AFDD).

### Login

User ID:

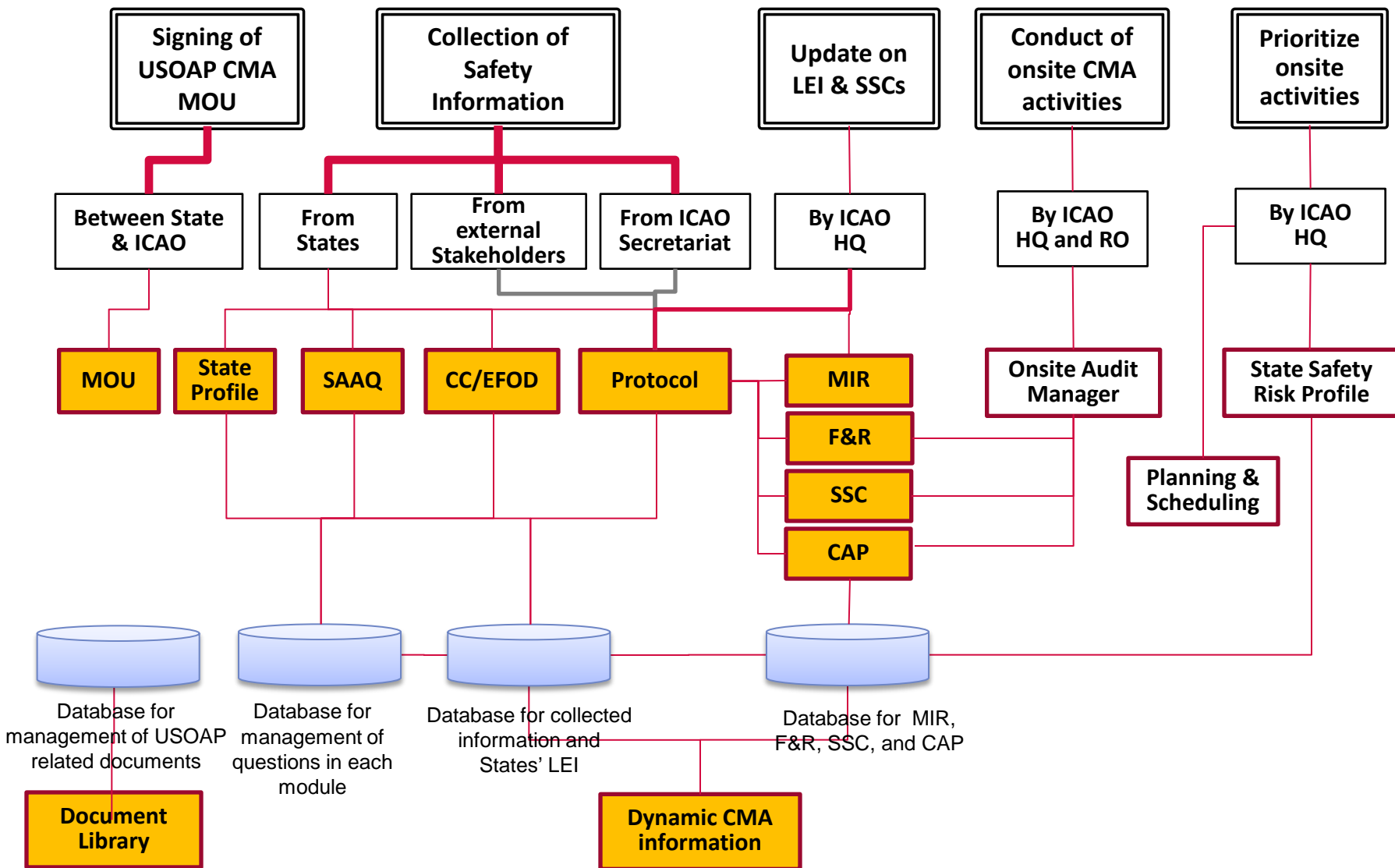
Password:

OK

# ID/Password

- ❑ The User IDs/Passwords previously issued for access to the USOAP Restricted Website ([www.icao.int/soa](http://www.icao.int/soa)) remain valid.
- ❑ Requests for issuance and/or update of user ID/passwords should be sent to ICAO ([sast@icao.int](mailto:sast@icao.int)) through the National Continuous Monitoring Coordinators(NCMCs).

# Module/Components



# Module/Components



# ICAO

Uniting Aviation on  
Safety | Security | Environment



STATE OPTIONS

(Select a State)

Manage MOU



Manage State Profile



Manage CCs / EFOD



Significant Safety Concerns



Manage CAPs



USOAP Reports



Manage F&Rs



Manage MIRs



CMA Information



Manage PQs



Feedback



Manage SAAQ



## **6.2 Functionalities of CMA online framework**

# MOU Module

## States

- ✓ Personalize MOU by entering name of State & signing official
- ✓ Download & print the MOU

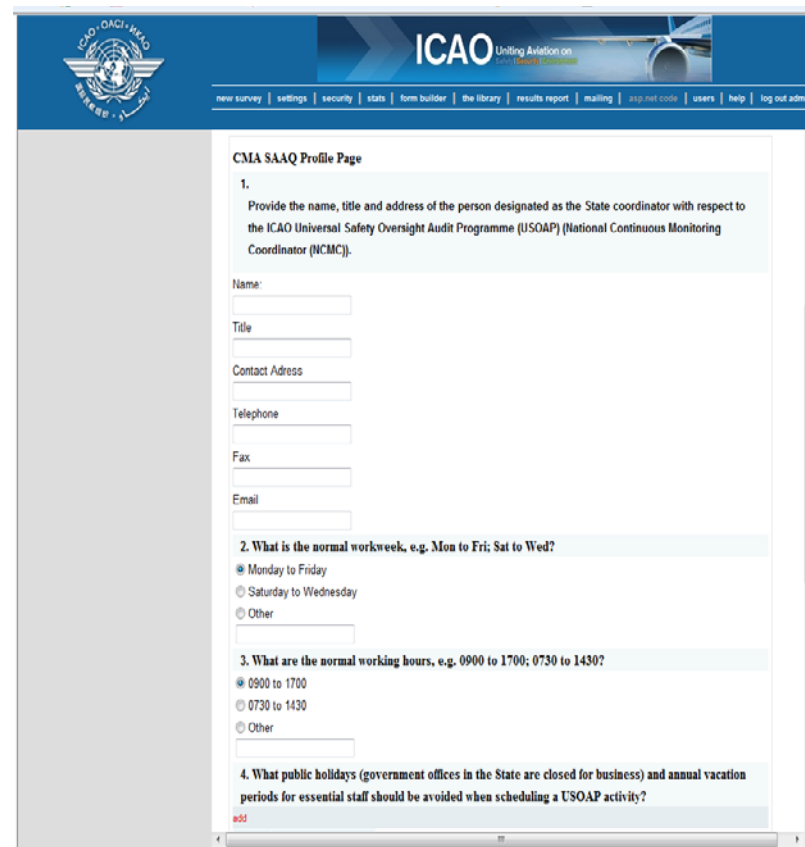



# State Profile

## □ States

✓ To complete basic State information that includes:

- NCMC(s)
- CAA website(s)
- Working days/hours
- Primary aviation legislation
- Civil aviation organization(s)

The screenshot shows the ICAO CMA SAAQ Profile Page. The header includes the ICAO logo and navigation links: new survey, settings, security, state, form builder, the library, results report, mailing, asp.net code, users, help, log out admin. The main content area is titled "CMA SAAQ Profile Page" and contains the following sections:

1. Provide the name, title and address of the person designated as the State coordinator with respect to the ICAO Universal Safety Oversight Audit Programme (USOAP) (National Continuous Monitoring Coordinator (NCMC)).  
 Name:   
 Title:   
 Contact Address:   
 Telephone:   
 Fax:   
 Email:
2. What is the normal workweek, e.g. Mon to Fri; Sat to Wed?  
☒ Monday to Friday  
☐ Saturday to Wednesday  
☐ Other
3. What are the normal working hours, e.g. 0900 to 1700; 0730 to 1430?  
☒ 0900 to 1700  
☐ 0730 to 1430  
☐ Other
4. What public holidays (government offices in the State are closed for business) and annual vacation periods for essential staff should be avoided when scheduling a USOAP activity?

# SAAQ

## States to:

- ✓ Complete and update SAAQ information

## ICAO to :

- ✓ Update SAAQ questions
- ✓ Record comments/feedback on information submitted by States




ICAO OACI OACI 國際民航組織

ICAO Uniting Aviation on a Global Scale

new survey | settings | security | state | form builder | the library | results report | mailing | app.net code | users | help | log out admin

**PART 4 - AIRCRAFT OPERATIONS**

5. Indicate the active number of commercial air transport operators certified by the State. (Note.— Do not include foreign air operators authorized to operate into and out of the State)

Select all that apply and indicate the numbers in the following table:

	Domestic flights only	International flights	International cargo flights only
AOC holders with aeroplanes			
AOC holders with helicopters			
AOC holders with both aeroplanes and helicopters			
Other (specify):			

6. Indicate the type of active authorizations or approvals issued to air operators in your State.

☐ Dangerous goods

☐ CAT II

☐ CAT IIIA

☐ CAT IIIB

☐ CAT IIIC

☐ Reduced vertical separation minimum (RVSM)

☐ Extended range operations by aeroplanes with two turbine engines (ETOPS)

☐ PBN operations

☐ Minimum navigation performance specifications (MNPS)

☐ Other (specify):

7. How many air operator certificates (AOCs) were issued in the past year (first issuance)?

>20

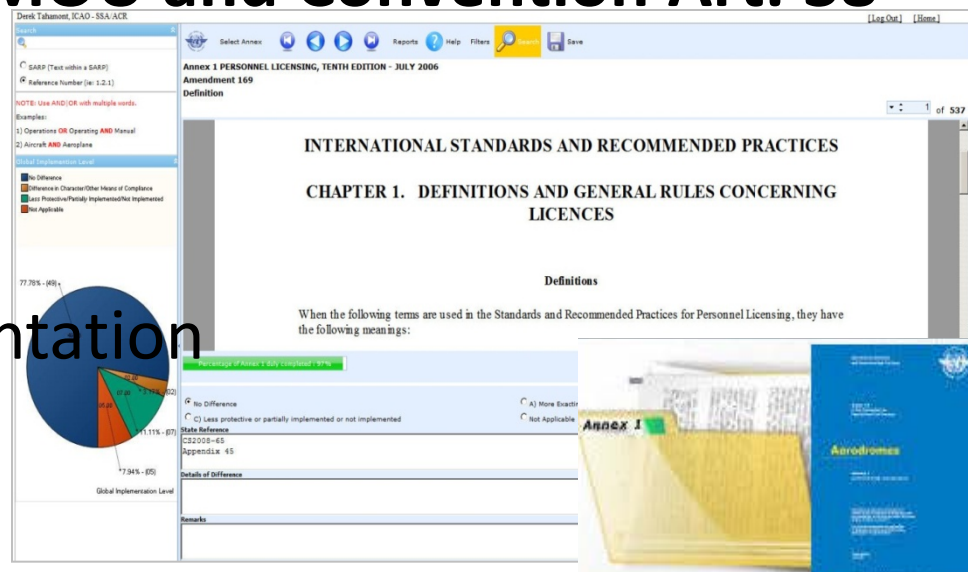
# CCs/EFOD

## ☐ States to:

- ✓ indicate compliance with and/or difference to SARPs with details (regulation reference and description of differences)
- ✓ kill two birds with one stone to meet obligations under **CMA MOU and Convention Art. 38**

## ☐ ICAO to:

- ✓ review and monitor level of global implementation



## Notify ICAO of differences

ATTACHMENT C to State letter AN 6/1.1-10/26

### NOTIFICATION OF COMPLIANCE WITH OR DIFFERENCES FROM ANNEX 13 (including all amendments up to and including Amendment 13)

To: The Secretary General  
International Civil Aviation Organization  
999 University Street  
Montreal, Quebec  
Canada H3C 5H7

- No differences will exist on \_\_\_\_\_ between the national regulations and/or practices of (State) \_\_\_\_\_ and the provisions of Annex 13, including all amendments up to and including Amendment 13.
- The following differences will exist on \_\_\_\_\_ between the regulations and/or practices of (State) \_\_\_\_\_ and the provisions of Annex 13, including Amendment 13 (Please see Note 3) below.)

a) Annex Provision (Please give exact paragraph reference)	b) Difference Category (Please indicate A, B, or C)	c) Details of Difference (Please describe the difference clearly and concisely)	d) Remarks (Please indicate reasons for the difference)
---	--	--	--

(Please use extra sheets as required)

## Update compliance checklist

ICAO Universal Safety Oversight Audit Programme (USOAP) Website  
Login Page

Pursuant to Assembly Resolution A35-6, this website has been developed to provide all Contracting States access to an online system for the:

- completion of the State Aviation Activity Questionnaire (SAAQ);
- completion of the Compliance Checklist (CC) for the 16 safety-related Annexes; and
- access to the results of the Comprehensive Systems Approach Audit including the audit findings, recommendations, State's action plan and comments, as well as the comments of the Safety Oversight Audit Section on a State's action plan in addition all relevant information derived from the Audit Findings and Differences Database (AFDD).

**Login**

User ID:

Password:

OK

Annex Reference & SARP Identifier	Annex 1 Personnel Licensing	Legislation Compliance Quote relevant State Act/Regulation or Document Reference	Difference				Not Applicable	Text of the difference identified by the State	Comments including the reason for difference
			No	More Exact or Exceeds	Different in character or Other means of compliance	Less protective or partially implemented or not implemented			
11 01-0000001000 Chapter 1 Std	CHAPTER 1. DEFINITIONS AND GENERAL RULES CONCERNING LICENCES  Definitions  When the following terms are used in the Standards and REcommended Practices for Personnel Licensing, they have the following meanings:  Accredited medical conclusion. The conclusion reached by one or more medical experts acceptable to the Licensing Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
11 01-0000001200 Chapter 1 Std	Aeroplane. A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
11 01-0000001400 Chapter 1 Std	Aircraft. Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
11 01-0000001600 Chapter 1 Std	Aircraft avionics. A term designating any electronic device - including its electrical part - for use in an aircraft, including radio, automatic flight control and instrument systems.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

# CCs/EFOD

**File differences** pursuant to Article 38 of Chicago Convention

**Keep up-to-date compliance checklist** pursuant to MOU for USOAP CMA



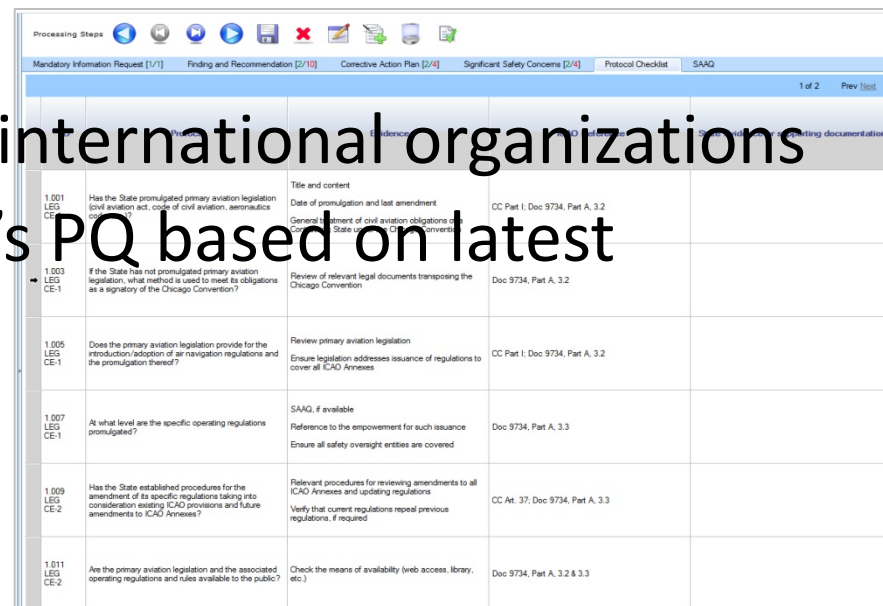
# CMA Protocol

## States to:

- ✓ Update status of PQ(S/NS/NA) with evidence
- ✓ Provide status of PQ to new questions
- ✓ Attach evidence documents

## ICAO to:

- ✓ Update PQ questions
- ✓ Collect information from international organizations
- ✓ Determine status of State's PQ based on latest CMA activities
- ✓ Generate the State LEI



Processing Steps				
Mandatory Information Request [1/1]   Finding and Recommendation [2/10]   Corrective Action Plan [2/4]   Significant Safety Concerns [2/4]   Protocol Checklist   SAAG				
1 of 2   Prev   Next				
1.001 LEG CE-1	Has the State promulgated primary aviation legislation (civil aviation act, code of civil aviation, aeronautics code, etc.)?	Title and content Date of promulgation and last amendment General statement of civil aviation obligations and responsibilities State's compliance with the Chicago Convention	CC Part I, Doc 9734, Part A, 3.2	
1.003 LEG CE-1	If the State has not promulgated primary aviation legislation, what method is used to meet its obligations as a signatory of the Chicago Convention?	Review of relevant legal documents transposing the Chicago Convention	Doc 9734, Part A, 3.2	
1.005 LEG CE-1	Does the primary aviation legislation provide for the introduction/adoption of air navigation regulations and the promulgation thereof?	Review primary aviation legislation Ensure legislation addresses issuance of regulations to cover all ICAO Annexes	CC Part I, Doc 9734, Part A, 3.2	
1.007 LEG CE-1	At what level are the specific operating regulations promulgated?	SAAG, if available Reference to the empowerment for such issuance Ensure all safety oversight entities are covered	Doc 9734, Part A, 3.3	
1.009 LEG CE-2	Has the State established procedures for the amendment of its specific regulations taking into consideration existing ICAO provisions and future amendments to ICAO Annexes?	Relevant procedures for reviewing amendments to all ICAO Annexes and updating regulations Verify that current regulations repeal previous regulations, if required	CC Art. 37, Doc 9734, Part A, 3.3	
1.011 LEG CE-2	Are the primary aviation legislation and the associated operating regulations and rules available to the public?	Check the means of availability (web access, library, etc.)	Doc 9734, Part A, 3.2 & 3.3	

## ❑ ICAO to:

- ✓ Request States to submit specific information and documentation
- ✓ Include the following when issuing MIR
  - Relevant PQ(s)
  - Reason and reference for requesting information
  - Due date for requested information
- ✓ Record the result of review on submitted information and update the status of MIR (Closed/Open/escalated to F&R/SSC)



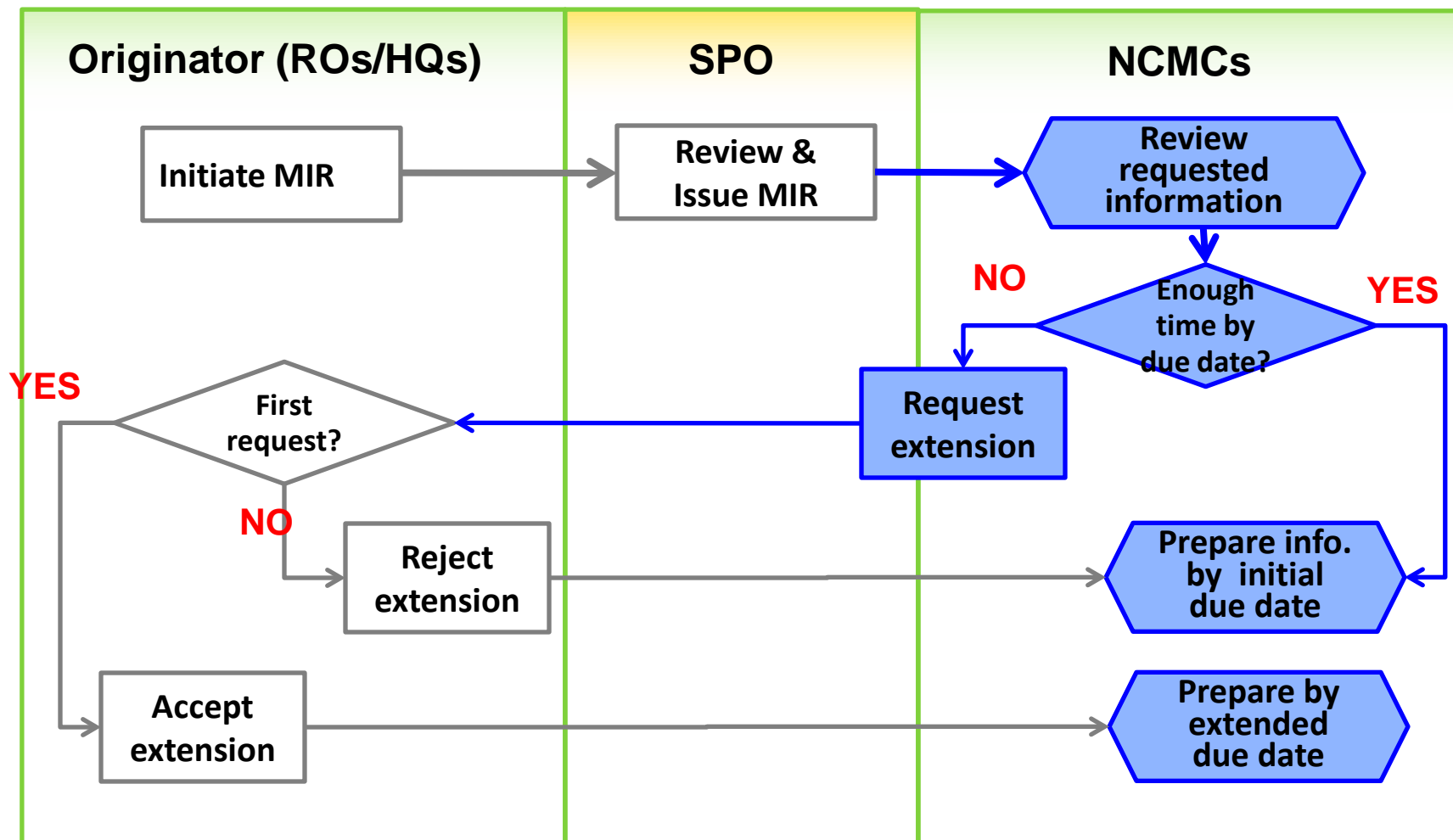
## ❑ States to:

- ✓ Request extension of the due date (once only)
- ✓ Provide plan of action to the issued MIR
- ✓ Supply requested information and/or documentation

ID	Protocol
1.001 LEG CS-1	Has the State promulgated primary aviation legislation (civil aviation act, code of civil aviation, aeronautics code, etc.)?
1.003 LEG CS-1	If the State has not promulgated primary aviation legislation, what method is used to meet its obligations as a signatory of the Chicago Convention?

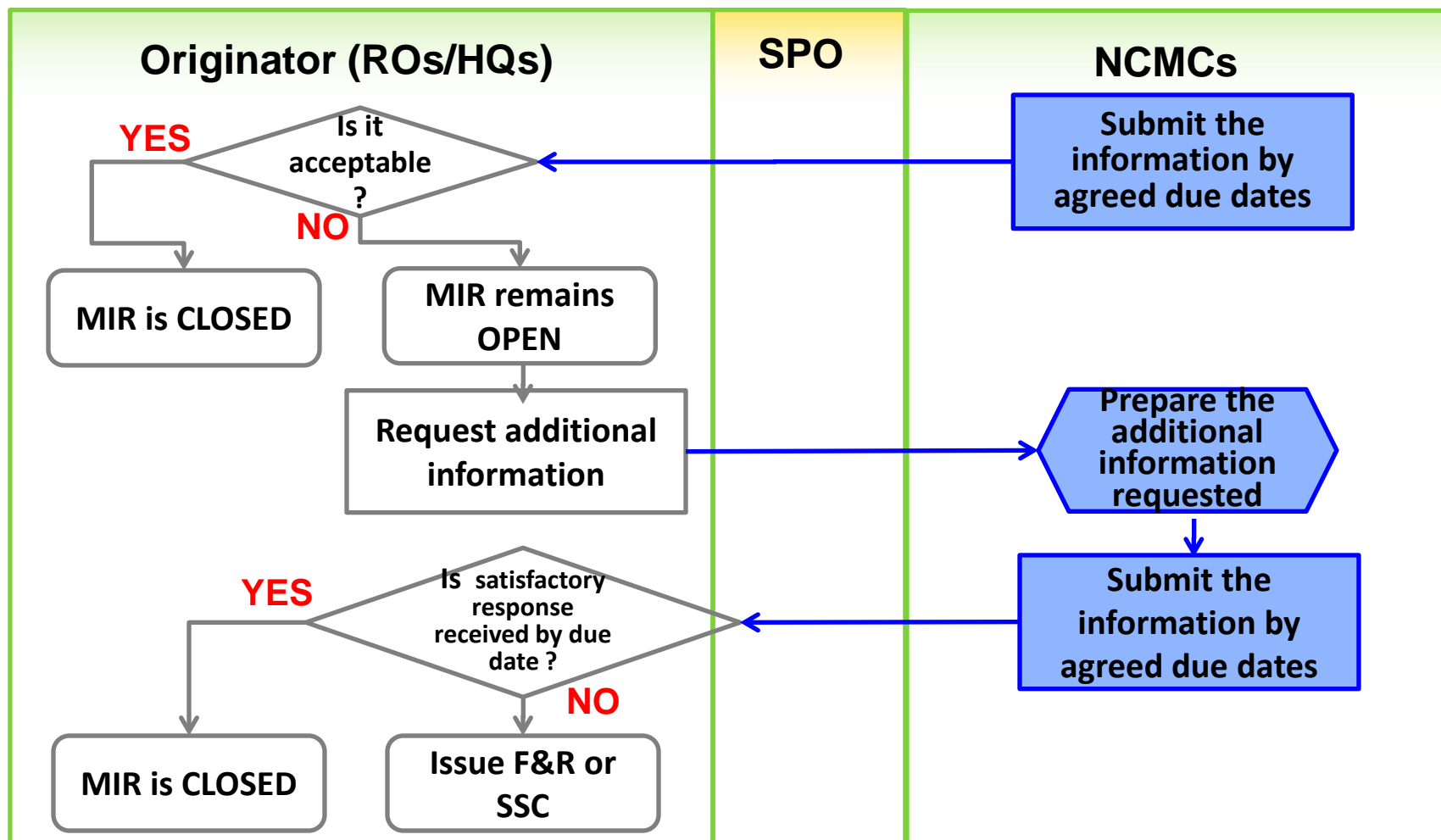
# Workflow related to MIR

## ❑ Issuance of MIR & Coordination with NCMCs



# Workflow related to MIR

## □ Update status of MIR



## ❑ ICAO to:

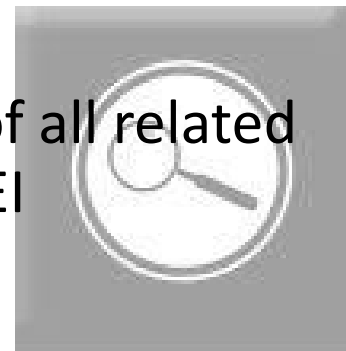
### ✓ Issue F&R including:

- PQ(s) and applicable CE(s) found be to not-satisfactory;
- A description of the identified deficiency; and
- ICAO's recommendation on how to resolve the identified finding and how to complete and submit the CAP.

### ✓ Record the status of F&R (Closed/Open)

- F&R can only be closed when implementation of CAP is completed and validated
- The closure of F&R will lead to changing status of all related PQs (Not satisfactory – Satisfactory) and State LEI

### ✓ Escalate the F&R to SSC



## States to:

- ✓ View and search issued F&Rs
- ✓ Record acceptance of issued F&R (yes/no)
- ✓ Provide comments, if any

Area	Finding	Finding Description	Recommendation	Document Reference	Protocol	Critical Elements	Comments by ICAO	SSC	State Comments
ASIA AND PACIFIC									
EASTERN AND SOUTHERN AFRICA									
Angola									
Botswana									
Burundi									
Seychelles									
Somalia									
South Africa									
Uganda									
United Republic of Tanzania									
Zambia									
Zimbabwe									
Comoros									
Djibouti									
Eritrea									
Malawi									
Kenya									
Lesotho									
Madagascar									
Mauritius									
Mozambique									
Namibia									
Rwanda									
EUROPEAN									
MIDDLE EAST									
NORTH AMERICAN, CENTRAL AMERICAN									
SOUTH AMERICA									
WESTERN AND CENTRAL AFRICA									
Area	Finding	Finding Description	Recommendation	Document Reference	Protocol	Critical Elements	Comments by ICAO	SSC	State Comments
Area - AGA (15)	2	In the absence of dedicated personnel licensing officers within the DCA, the airworthiness inspector has been performing all DCA activities related to personnel licensing, without having been provided with any procedures, checklists or other guidance material to effectively carry out the duties of a personnel licensing officer.	The DCA should provide to personnel licensing officers with procedures, checklists or other guidance material, as applicable, to assist them in performing their duties and responsibilities.	Refer to Doc 9725, Appendix F for the document reference(s) associated with the protocol questions identified in this finding.	3.155	CE-5	The corrective action plan submitted by the State fully addresses the ICAO finding and recommendation.		
Area - AGI (12)	6	No requirements have been established in Swaziland for aviation personnel to demonstrate their ability to speak and understand the language used for radiotelephony communications, and there is no system in place for evaluating their ability to do so.	The Ministry of Public Works and Transport should promulgate requirements for aviation personnel to demonstrate their ability to speak and understand the language used for radiotelephony communications. In addition, the DCA should establish a system for evaluating the ability of aviation personnel to speak and understand the language used for radiotelephony communications at the level specified in ICAO Annex 1.	Refer to Doc 9725, Appendix F for the document reference(s) associated with the protocol questions identified in this finding.	3.651 3.653 3.655 3.657	CE-2, CE-4, CE-7	The corrective action plan submitted by the State partially addresses the ICAO finding and recommendation. The State has not provided sufficient detail to ensure that the ICAO recommendation is fully addressed.		
Area - LSG (8)	4	Some licences and ratings have been issued by the airworthiness inspector of the DCA, without there being any formal delegation of authority from the Director of the DCA for that purpose.	The DCA should provide a formal delegation of authority to any DCA staff being authorized to issue personnel licences and ratings.	Refer to Doc 9725, Appendix F for the document reference(s) associated with the protocol questions identified in this finding.	3.205	CE-3	The corrective action plan submitted by the State fully addresses the ICAO finding and recommendation.		
Area - OPS (14)	6	Swaziland has not designated an aviation medical examiner to perform medical assessments and has not developed and promulgated regulations specifying how these medical assessments are to be performed. In addition, the DCA does not employ the services of a medical assessor and has not established procedures for the issuance of a medical assessment in cases where medical standards are not fully met.	Swaziland should establish a system to designate medical examiners and ensure that they are properly trained in aviation medicine. In addition: a) the Ministry of Public Works and Transport should issue regulatory provisions specifying how medical assessments are to be performed, and b) the DCA should employ the services of a medical assessor and establish procedures for the issuing of a medical assessment in cases where medical standards are not fully met.	Refer to Doc 9725, Appendix F for the document reference(s) associated with the protocol questions identified in this finding.	3.401 3.403 3.405 3.415 3.417 3.419 3.451 3.453 3.455 3.457 3.459 3.461	CE-2, CE-3, CE-4, CE-6, CE-7, CE-8	The corrective action plan submitted by the State fully addresses the ICAO finding and recommendation.		
Area - ORG (7)	5	Swaziland has not established a procedure for appealing DCA decisions on personnel licensing.	Swaziland should establish a procedure for appealing DCA decisions on personnel licensing.	Refer to Doc 9725, Appendix F for the document reference(s) associated with the protocol questions identified in this finding.	3.207	CE-5	The corrective action plan submitted by the State fully addresses the ICAO finding and recommendation.		
Area - PSL (8)									

# CAP

## ☐ States to:

- ✓ **View and search F&Rs issued to a State**
- ✓ **View CAPs submitted during the CSA audit cycle**
- ✓ **Submit/update a CAP to a F&R including:**
  - A list of proposed actions;
  - Action office(s) to the proposed actions;
  - Estimated implementation date (dd/mm/yyyy)
  - Revised implementation date, when required
- ✓ **Record progress made to a CAP including:**
  - completion (%) for each proposed action
  - Date of completion
  - Supporting objective evidence



## ❑ ICAO to:

- ✓ Record status of a CAP review
- ✓ Record acceptability of a proposed CAP with comments
  - CAP not submitted to address the F&R
  - Does not address the F&R
  - Partially addresses the F&R
  - Fully addresses the F&R
- ✓ Monitor progress made to a CAP
- ✓ Document collected evidence



# CAP in iSTARS

- ❑ **Priority States** have been requested to update their CAPs through iSTARS
- ❑ Two applications will co-exist during the transition period until all the CAPs in iSTARS are moved to CMA online framework.

[illegible]

Category: USOMP  
Last updated: Continuously  
Datafile#: 25  
2.2 MS

ADD CAP

RESET VIEW

EXPORT CAP

VIEW TUTORIAL

Your CAP Status

Fully addressed and/or less than 10% completed (dark green); Fully addressed but less than 50% completed (light green); Not fully addressed (red)

State CAP by level of acceptance

Finding	Critical Elements	State_AISCV
LE-01	CE-2	ROU
LE-03	CE-1, CE-3	ROU

US ICAO CAP Comments - Fully addressed (??)

Area: 1 LEG (??)

LE-01	CE-2	ROU
LE-03	CE-1, CE-3	ROU

# USOAP

## Corrective Action Plan

Description

The below table contains all corrective action plans filed for your State. Click a specific action by clicking on the reference number. You may add a corrective action using the buttons on the left.

Finding	Corrective Action Plan	Action office	Exp. Impl. Date	Status	Area	State	View
---------	------------------------	---------------	-----------------	--------	------	-------	------

Area: 1 LEG (??)

LE-01 ROU	ICAA will update the procedure (revis PIVAC GDT approved with ref NO D20030 (3/2009)) and it will establish and implement a comprehensive and harmonized methodology for the identification of differences to the Annexes to the Chicago Convention and of safety related significant difference to be listed in the AIP.	ICAA/N NSOC	October 31st, 2009 Postponed December 31st, 2009	Completed 1 LEG	ROU		
--------------	---	-------------	--	-----------------------	-----	--	--

Note

The European Commission launched an initiative to better the responses to ICAO State Letters (CIRC24), where EASA will discuss with the Member States and advise the MS on the response that can be given to ICAO.

LE-01 ROU	ICAA will provide training to all technical staff of the SARPs transcription and how to identify the difference to ICAO Annexes and how to define the differences which are significant for safety with a view to their listing in the AIP.	FOCAD/AN/NSOC	December 31st, 2009 Postponed March 31st, 2010	Completed 1 LEG	ROU		
--------------	---	---------------	--	-----------------------	-----	--	--

Area: 1 LEG (??)

LE-03 ROU	ICAA will prepare to amend the document (MT) under no 1912001) in order to include the empowerment for all the technical inspectors to enable them to have unobstructed access and inspect their related areas and the mechanisms to ensure currency of the credential. This empowerment will make clear the responsibility to the inspecting legislation and to the areas the inspectors are qualified to access and inspect.						
--------------	--	--	--	--	--	--	--

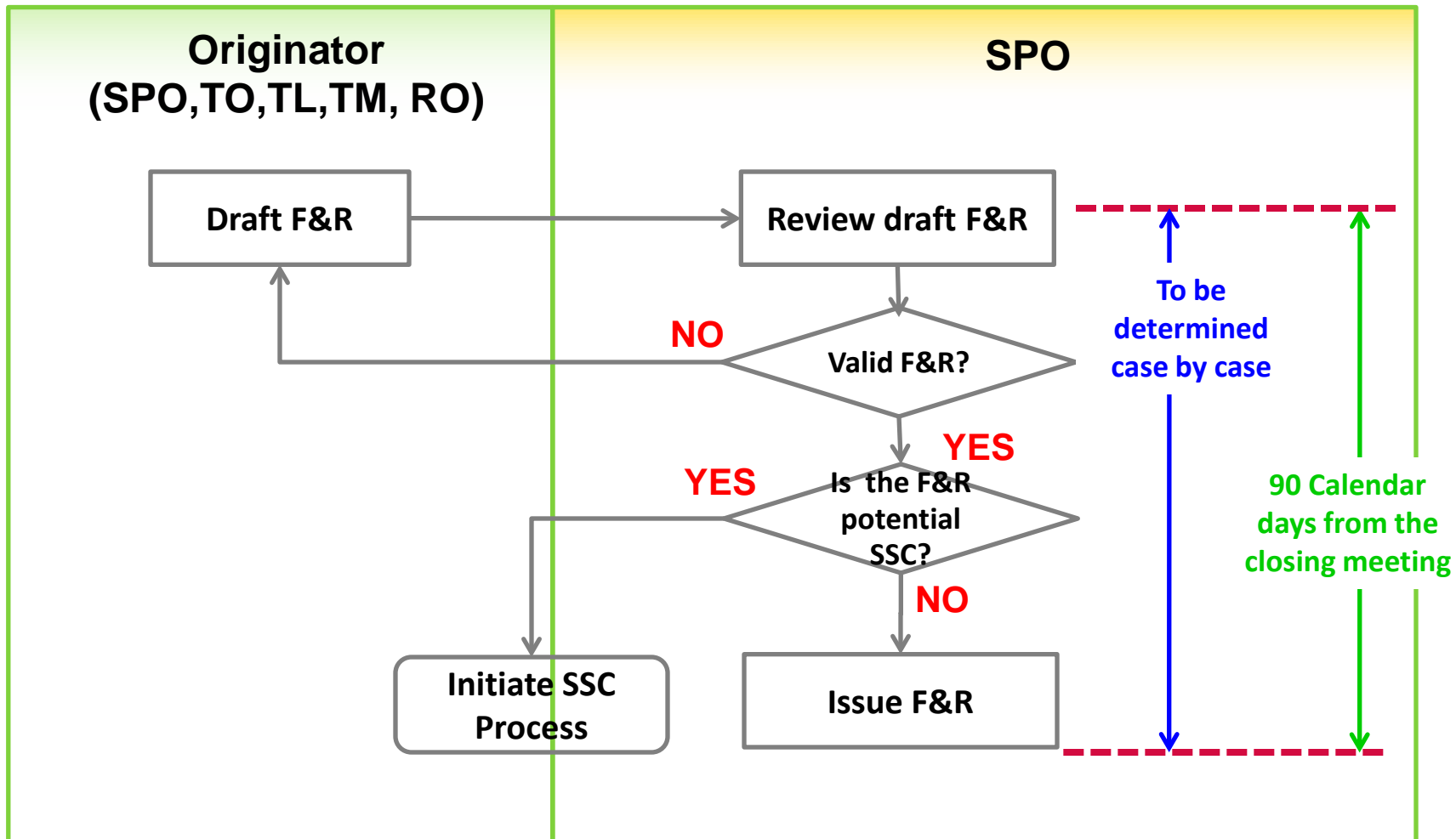
LE-03 ROU	MT D20AT will ensure and will approve a document (MT) order, containing the empowerment for all the technical inspectors including aeronautics and AIS inspectors to enable them to						
--------------	---	--	--	--	--	--	--

ICAO INTEGRATED SAFETY  
Stars  
TREND ANALYSIS AND REPORTING SYSTEM

Back to Contents  
Report a problem

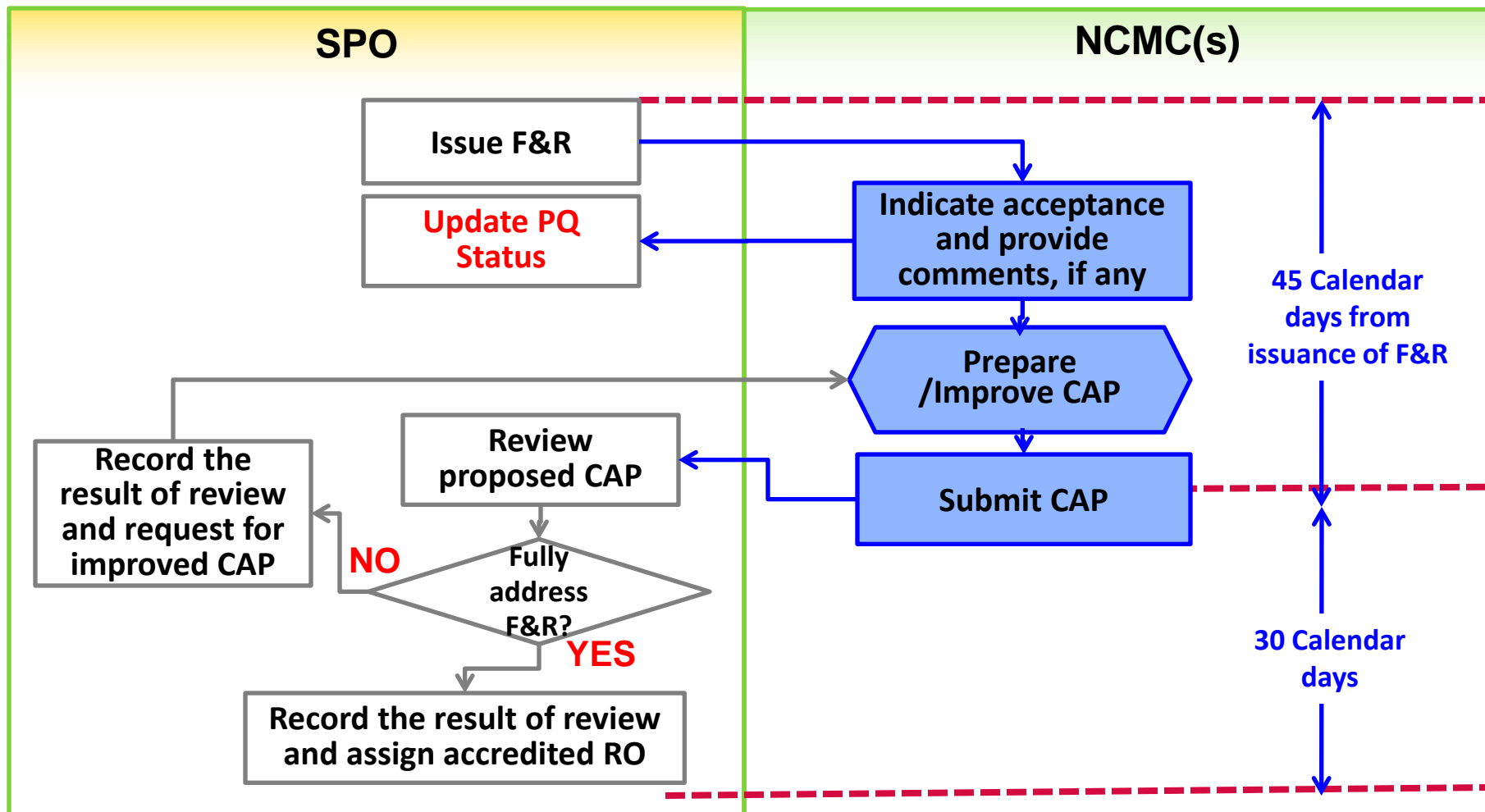
# Workflow related to F&R and CAP

## ❑ Issuance of F&R



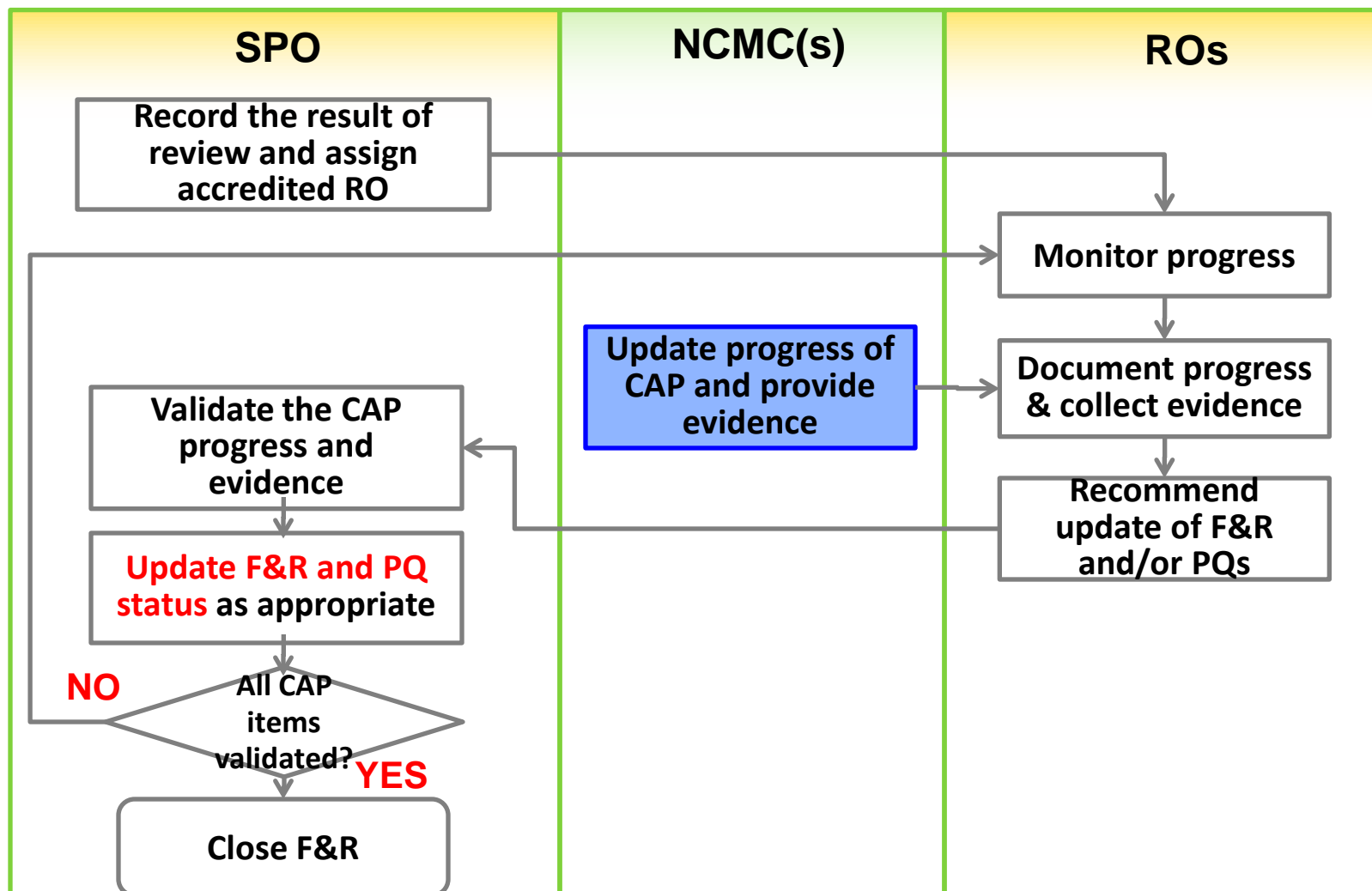
# Workflow related to F&R and CAP

## ❑ Submission and review of CAP



# Workflow related to F&R and CAP

## □ Update status of F&R



## 6.3 Responsibilities of States according to:

- ✓ Assembly Resolution A37-5
- ✓ USOAP CMA Transition plan
- ✓ Doc 9735 (3<sup>rd</sup> Edition)

# CMA Transition Plan

Task	Start	End	Q2 - 2011	Q3 - 2011	Q4 - 2011	Q1 - 2012	Q2 - 2012	Q3 - 2012	Q4 - 2012	Q1 - 2013
<b>MEMBER STATES TRANSITION TO CMA</b>										
Member States to sign new MoU	1/6/2011	31/8/2011								
Member States to assign National Continuous Monitoring Coordinator (NCMC)	1/6/2011	31/8/2011								
NCMC to complete Computer Based Training (CBT) on CMA	1/9/2011	1/3/2012								
States to update Corrective action plan (CAP) from the CSA audit cycle using the on-line framework	1/9/2011	1/7/2012								
States to develop a plan for the completion of their CMA protocols and communicate it to ICAO	1/9/2011	1/7/2012								
States to update State Aviation Activity Questionnaire (SAAQ) using the on line framework	1/9/2011	1/9/2012								
States to complete USOAP CMA protocols using the on-line framework according to established CMP	1/1/2012	31/12/2012								
Full CMA Launched	1/1/2013	1/1/2013								
<b>ICAO TRANSITION TO CMA</b>										
Publish new edition Doc 9735	1/6/2011	1/6/2011								
Develop and expand agreements with International Entities	1/1/2011	31/12/2011								
Conduct CMA testing of the on-line framework with some member States	1/1/2011	30/9/2012								
Conduct Regional CMA Workshops	1/8/2011	29/12/2011								
Secretariat launch CBT Auditor training	1/6/2011	31/12/2012								
Conduct ICAO Coordinated Validation Missions (ICVMs) (10 ICVMs in 2011) (20 ICVMs in 2012)	1/1/2011	31/12/2012								
Conduct Safety Audits at the request of member States	1/1/2012	28/3/2013								
Full CMA launched	1/1/2013	1/1/2013								

# Actions required and timelines

Tasks in the CMA Transition <u>Plan</u> <u>(A37-WP/37)</u>	2011			2012				2013			
	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q
States to sign the <b>CMA MOU</b>		1/7/11 ~ 30/9/11									
States to assign <b>NCMC(s)</b>		1/7/11 ~ 30/9/11									
States to update action plan <b>(CAP)</b> from the CSA Audit cycle		1/9/11 ~ 1/9/12						Full CMA launched			
States to complete <b>SAAQ</b>		1/9/11 ~ 1/9/12									
States to complete <b>PQs</b>				1/1/12 ~ 31/12/12							

## ❑ Once full CMA is launched, States required to:

- ✓ Keep up-to-date State profile, SAAQ, CC, and PQ
- ✓ Respond to MIR in a timely manner
- ✓ Provide update on progress made to CAP

## 6.4 Demonstration & Hands-on Exercise

- ✓ MOU
- ✓ CCs/EFOD
- ✓ CAPs

- ❑ After the exercise, participants will be able to
  - ✓ Personalize MOU
  - ✓ Print the personalized MOU



- ❑ After the exercise, participants will be able to:
  - ✓ Search a specific SARP by reference number/text
  - ✓ Search SARPs affected by the latest amendments
  - ✓ Generate and download different types of reports



- ❑ After the exercise, participants will be able to:
  - ✓ Search a specific F&R by area or critical element
  - ✓ Complete/update a CAP to the specific F&R



# ICAO

Uniting Aviation on

Safety | Security | Environment

