



SAFE SKIES.
**SUSTAINABLE
FUTURE.**



| ICAO



A wide-angle, low-perspective shot of an asphalt runway stretching towards the horizon under a clear blue sky. The runway has white center and edge markings. In the distance, airport infrastructure like a control tower and terminal are visible on the right, and a red-and-white checkered marker is on the left.

ICAO APAC Workshop on the Transposition of Annex 14 SARPs into National Aerodrome Standards

Langkawi, Malaysia, 17 February 2025

ICAO ELECTRONIC FILING OF DIFFERENCES (EFOD) SYSTEM

Enhancing Compliance with ICAO SARPs

Outlines

- 1) State's Obligation under Chicago Convention
- 2) ICAO EFOD System, Benefits and Challenges



State's Obligation Under Chicago Convention

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Article 15: *Airport and similar charges*

Requires that all aerodromes open to public use, under the jurisdiction of the country, provide uniform conditions for aircraft of all other contracting States.

Article 28: *Air navigation facilities and standard systems*

Each contracting State undertakes, so far as it may find practicable, to provide, in its territory, airports, radio services, meteorological services and other air navigation facilities to facilitate international air navigation, in accordance with the standards and practices recommended or established from time to time, pursuant to the Chicago Convention.

State's Obligation Under Chicago Convention

5

Article 37: <i>Adoption of international standards and procedures</i>	Contracting States are obligated to collaborate in achieving uniformity in regulations, standards, and procedures to promote the safety, regularity, and efficiency of air navigation.
Article 38: <i>Departures from international standards and procedures</i>	If contracting States are unable to comply with Article 37, they are required to notify ICAO of any differences between national regulations and practices and the International Standards contained in Annex and any amendments thereto.

ICAO EFOD System

- ❑ In April 2011, per State Letter Ref: AN 1/1-11/28, States were invited to:
 - Use EFOD as an alternative means for filing differences to all Annexes (except Annexes 9 & 17).
 - Verify and confirm the data in EFOD, previously entered through the CCs under USOAP.
- ❑ As of 2024, 188 States have notified their differences via EFOD System.



Why EFOD Matters



Standardization: Ensures differences are filed systematically and uniformly.



Transparency: Facilitates awareness of compliance gaps globally.



Safety: Enhances aviation safety by identifying and addressing potential risks.



Efficiency: Simplifies the process of managing SARPs compliance.

USOAP CMA OLF [CC/EFOD]



ICAO USOAP

PREVIEWS

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State Dashboard

Self-Assessment

CAP

PQ Findings

MIR

Punya Raj Shakya- (Team Member, Standard ICAO User)

Latest News

2024 Protocol Questions Migration Roadmap

October 25, 2024 18:30

Please note that the 2024 Protocol Questions USOAP ONLINE FRAMEWORK Migration Roadmap has been posted on the CMA Library.

Protocol Questions (PQs) - 2024 Edition

September 26, 2024 18:05

Please note that the 2024 edition of the USOAP PQs have been posted on the CMA Library. The State Safety Programme (SSP) PQs are in draft version. The French, Spanish and Russian translations will follow. Please refer to EB 2024/22 on the CMA Library.

Annex Amendments 2024

September 20, 2024 0:36

Please note that the following 2024 annex amendments have been uploaded into EFOD:

1) Amendment 81 to Annex 3

First Previous 1 2 3 4 5 Next Last

ICAO USOAP CMA Community

Welcome to the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Online Framework

Language

English

Canada

Safety-critical Information



State Dashboard



SAAQ



Self-Assessment



CC/EFOD



User Management



CAP



PQ Findings



E-Supplements



Significant Safety Concerns



USOAP Reports



iSTARS



CMA Library



Feedback



CC/EFOD Reports

How EFOD Works

State Review: Conduct a comprehensive analysis of national regulations against ICAO SARPs.



Filing Differences: Submit identified differences via the EFOD system, ensuring detailed justifications.



Monitoring: Regularly review and update differences as regulations evolve.



Integration: EFOD integrates with ICAO systems for real-time monitoring and transparency.

Compliance Checklist / Electronic Filing of Differences (CC/EFOD)

➤ States

- Indicate compliance with and/or difference to SARPs (with details)
- This complies with the Article 38 of the Chicago Convention and CMA MOU.

➤ ICAO

- Reviews/monitors the level of global compliance and differences.
- Generates e-Supplement.

Electronic Filing Of Differences (EFOD)

Annex 14 - AERODROMES - Volume 1
NINTH EDITION, JULY 2002 Amendment 17

Language: English Country: Türkiye Standard: 3.5.3

Details of Difference

State Reference
SHT-HES (Instructions on Aerodromes Safety Standards) HAD-ADR-0620

Details of Difference
A runway end safety area should, as far as practicable, extend from the end of a runway strip to a distance of at least 240 m where the code number is 3 or 4, or a reduced length when an arresting system is installed; — 120 m where the code number is 1 or 2 and the runway is an instrument one, or a reduced length when an arresting system is installed; and — 30 m where the code number is 1 or 2 and the runway is a non-instrument one.

Comments
The next article in Annex 14 is Recommendation and the State accepts that article as a Standard.

SAVE ENTRY

Compliance Checklist (CC) / Electronic Filing of Differences (EFOD)

Differences to be Notified to ICAO - Standards Only

Annex 14, Volume 1, Amendment 17

Annex Reference	AERODROMES Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 3 Reference 3.5.3 Standard	Dimensions of runway end safety areas 3.5.3 A runway end safety area shall extend from the end of a runway strip to a distance of at least 90 m where: - the code number is 3 or 4; and - the code number is 1 or 2 and the runway is an instrument one. If an arresting system is installed, the above length may be reduced, based on the design specification of the system, subject to acceptance by the State. <i>Note — Guidance on arresting systems is given in Attachment A, Section 9.</i>	SHT-HES (Instructions on Aerodromes Safety Standards) HAD-ADR-0620	More Exacting or Exceeds	A runway end safety area should, as far as practicable, extend from the end of a runway strip to a distance of at least 240 m where the code number is 3 or 4; or a reduced length when an arresting system is installed; — 120 m where the code number is 1 or 2 and the runway is an instrument one, or a reduced length when an arresting system is installed; and — 30 m where the code number is 1 or 2 and the runway is a non-instrument one.	The next article in Annex 14 is Recommendation and the State accepts that article as a Standard.

Example



ICAO USOAP

EFOD

EFOD Dashboard

E-Supplements

Reports

Language
English



Electroni



Select Annex



First Entry



Previous Entry



Next Entry



Last Entry



Reports



Filters



Chapter

Annex 14 - AERODROMES - Volume I

NINTH EDITION- JULY 2022 Amendment 17

Art. 38

125

of 1428

Standard - 1.6.1

1.6 Aerodrome reference code

Introductory Note.— The intent of the reference code is to provide a simple method for interrelating the numerous specifications concerning the characteristics of aerodromes so as to provide a series of aerodrome facilities that are suitable for the aeroplanes that are intended to operate at the aerodrome. The code is not intended to be used for determining runway length or pavement strength requirements. The code is composed of two elements which are related to the aeroplane performance characteristics and dimensions. Element 1 is a number based on the aeroplane reference field length and element 2 is a letter based on the aeroplane wingspan. The code letter or number within an element selected for design purposes is related to the critical aeroplane characteristics for which the facility is provided. When applying Annex 14, Volume I, first identify the aeroplanes which the aerodrome is intended to serve and then determine the two elements of the code.

1.6.1 An aerodrome reference code — code number and letter — which is selected for aerodrome planning purposes shall be determined in accordance with the characteristics of the aeroplane for which an aerodrome facility is intended.

① Annex information displayed on the EFOD system is provided only as a reference to facilitate the filing of differences and completion of CC. ICAO publications shall continue to be the definitive source of Annex information.

Adoption Date: 27/02/2013

Effective Date: 15/07/2013

Percentage of Annex 14 CC duly completed: 98%

Modified by: James Moriarity

Date Modified: 16/12/2022

Filters

Chapters

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Feedback

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Standard - 1.6.1

No difference

A. More exacting or exceeds

B. Different in character or other means of compliance

C. Less protective or partially implemented or not implemented

Not applicable

Significant Difference

Text as provided by State

English translation as provided by State

State Reference

TP 312, 5th Edition Standards

Details of Difference

State A

does not specify a particular system to be used for planning purposes. It is a business decision of the aerodrome operator.

Please describe the difference clearly and concisely.

Remarks

NIL

Please indicate reasons for the difference and intentions including any planned date for implementation.

SAVE ENTRY

Continue to be the

by: James Moriarity

ified: 16/12/2022

Benefits of EFOD



Streamlined Process: Simplifies compliance management for States.



Global Database: Provides a centralized, accessible repository for differences.



Harmonization: Supports alignment with global aviation standards.



Data-Driven Decisions: Facilitates evidence-based planning and resource allocation.

Challenges in EFOD Implementation



Technical Constraints: Limited access to technology in some States.



Resource Limitations: Financial and human resource constraints for regular updates.



Resistance to Change: Initial hesitation to adopt new digital processes.



Training Needs: Requires capacity-building efforts for effective implementation.

ICAO's Support for EFOD



Guidance Materials: Comprehensive manuals and templates.



Training Workshops: Regional and global capacity-building initiatives.



Technical Assistance: Support for States with limited resources.



Continuous Improvements: Regular updates to enhance system usability

Next Steps for Member States

1

Understand:
Review Articles 37 and 38 of the Chicago Convention and EFOD guidance materials.

2

Engage:
Participate in ICAO workshops and training sessions.

3

Implement:
Initiate internal compliance reviews and begin filing differences electronically.

4

Maintain:
Regularly update EFOD entries to reflect changes in national regulations.

Example: Amendment 17 to Annex 14, Volume I, 8th Edition, July 2018

<i>Description</i>		<i>Date(s)</i>
ICAO SL Ref.: AN 4/1.2.30-22/14		<i>30 March 2022</i>
Subject: Adoption of Amendment 17 to Annex 14, Volume I		7 March 2022 <i>[Approved/adopted by the Council]</i>
Action required by States	a) Notify any disapproval: [Attachment B to SL] <i>Note:- This notification should not be considered a notification of compliance with or differences from Annex 14, Volume I</i>	<i>before</i> 18 July 2022 <i>[Effective Date]</i>
	b) Notify any differences and compliance: ▪ [Attachment C to SL] – Form on notification of compliance or differences	<i>before</i> 3 October 2022 <i>[3 Nov. 2022 – Applicability Date]</i>
	▪ Electronic Filing of Differences (EFOD) System at www.icao.int/usoap	

Conclusion



Recap: EFOD is a cornerstone of ICAO's mission to ensure global aviation safety and uniformity.



Call to Action: Collaborate with ICAO to maximize the benefits of EFOD.

Key Takeaways

- ✓ **Compliance Obligation:** Articles 37 and 38 mandate systematic management of differences.
- ✓ **Digital Transformation:** Transitioning to EFOD streamlines compliance processes.
- ✓ **Global Impact:** EFOD supports harmonization and enhances aviation safety worldwide.

Thank You

