United States Transition to the Continuous Monitoring Approach

Federal Aviation Administration

Presented to: ICAO/RAAC/12

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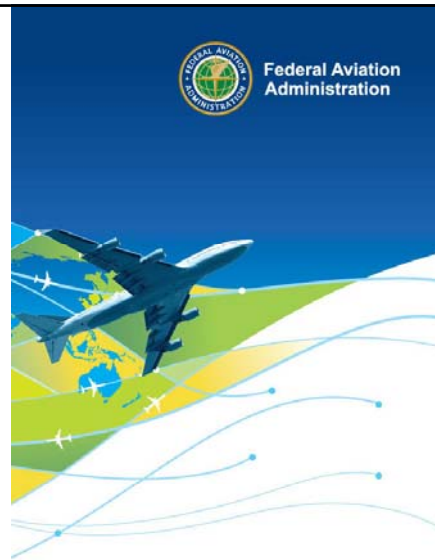
Office of International Affairs

United States Transition to CMA

- **Support for Continuous Monitoring Approach (CMA)**
- **Overview of States' Role in CMA**
- **Transition timeline for States**
- **Tools of CMA**
- **Actions for Transition**
- **Updates and Validation**
- **Electronic Filing of Differences (EFOD)**
- **Corrective Action Plans (CAP)**
- **State Safety Program (SSP)**
- **CMA Stakeholders**
- **Conclusions**

Support for CMA

- **ICAO Member States' sustained support for the transition to CMA is important to move USOAP to a more efficient and resourceful approach**

- **The United States strongly supported the transition from USOAP to CMA at:**
  - CMA Work Groups and Council meetings
  - ICAO High Level Safety Conference in March 2010
  - ICAO 37th Assembly in September 2010

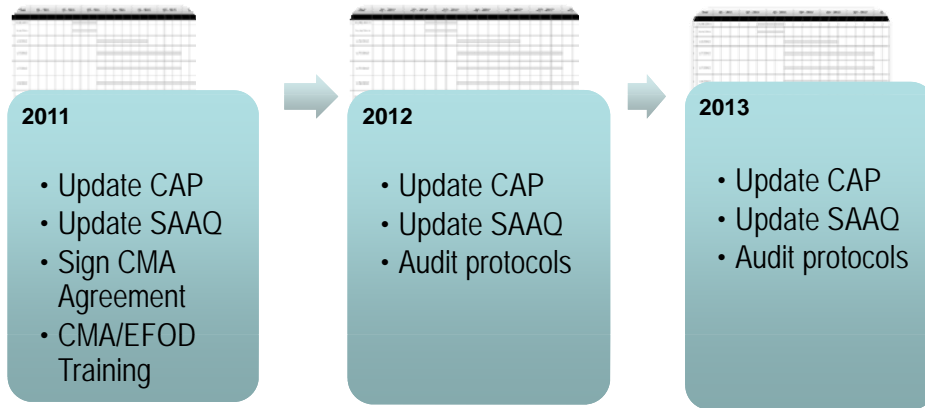---

Overview of State Roles in CMA

Each State must:

•**Manage its continuous monitoring program**

•**Submit and provide regular updates to relevant CMA reporting documentation, such as State Aviation Activity Questionnaire (SAAQs), EFODs, Compliance Checklists, CMA Protocols, SSP, etc.**

•**Implement corrective and mitigation actions in a timely manner to address safety deficiencies**

•**Participate actively in the CMA process**

Transition Timeline for States

2011

- Update CAP
- Update SAAQ
- Sign CMA Agreement
- CMA/EFOD Training

2012

- Update CAP
- Update SAAQ
- Audit protocols

2013

- Update CAP
- Update SAAQ
- Audit protocols

Tools of CMA

- **State Aviation Activity Questionnaire (SAAQ)**

- **Electronic Filing of Differences (EFOD)**

- **Corrective Action Plans (CAP)**

- **State Safety Program (SSP)**

Actions for Transition

- **Sign Memorandum of Understanding with ICAO**
  - MOU is currently going through approval process at the ICAO Council

- **Identify a National Continuous Monitoring Coordinator**

- **Update and Validate**
  - SAAQ
  - Differences
  - Corrective Action Plans

Update and Validate

- **SAAQ**
  - Updated on a regular basis

- **Differences**
  - Differences are updated by response to State Letters with every amendment
  - Validating our differences in the EFOD database
  - Currently reviewing our compliance and differences with over 10,000 filed SARPS

- **Corrective Action Plans**
  - Continuously reviewed and updated

Electronic Filing of Differences

- **No longer just filing "differences," now must also file compliance**

USOAP CSA	USOAP CMA
•Level of Implementation	•Level of Implementation
•Text of Difference	•Text of Difference
•Comments	•Comments
•If difference exists than cite regulation	•Cite regulation of compliance or difference

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EFOD (continued)

- **United States is updating "compliance"**

- **During update and validation of EFOD we found thousands of SARPS that need to be notified to ICAO**

- **Assumed that with responses to State Letters and updating EFOD that ICAO had validated all differences**

- **United States is now validating all differences filed with ICAO**

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EFOD (continued)

Reports on Difference to be Notified to ICAO

Corrective Action Plans

- **The United States continuously updates the corrective action plans**
  – Now found in the ICAO iSTARS

- **If filing a new difference, the United States submits information on intent to comply, status of rulemaking, and timeframe of compliance**

State Safety Program

- **United States has a mature SSP through policies, procedures and regulations**

    – FAA Orders- 8000.370, 8000.369, VS 8000.367, 5200.11, 7110.65, 7210.3, 7010.1, 7210.6, 8020.6
    – AC 120-92A, AC 150/5200-37,
    – Notice of Proposed Rulemaking Dockets- 2009-0671, 2010-0997

- **Currently formatting to comply with the ICAO framework for an SSP**

CMA Stakeholders

- **ICAO**
    – Technical Cooperation Bureau
    – Regional Offices
    – Secretariat Bureaus

- **External**
    – International Organizations (IATA, EASA…)
    – Regional Aviation Safety Groups and Oversight Organizations

- **Information sharing is key!**
    – United States/ICAO/EC/IATA signed a data sharing agreement at the 37th Assembly

Conclusions

- **The United States is supportive of CMA**
- **Transition to CMA requires extensive updating and validating**
- **Notification of Compliance requires additional time and procedures**
- **The SSP is the regulatory foundation that CMA is built upon**
- **Each State will need to provide an adequate program and resources to support the CMA requirements.**
- **Information sharing is key**