

**21ST SOUTH EAST ASIA REGIONAL AVIATION SAFETY TEAM AND NATIONAL
COORDINATORS MEETING (SEARAST/21)**

ICAO Asia and Pacific Regional Office, Bangkok, Thailand, 17 – 19 March 2020

Agenda Item 6: Member State Update

IMPLEMENTATION STATUS OF THAILAND'S STATE SAFETY PROGRAMME

(Presented by Thailand)

EXECUTIVE SUMMARY

This paper provides the implementation status of Thailand's State Safety Programme (SSP) using the COSCAP SEA's SSP implementation guide for State's senior executives in aviation.

Action: The Meeting is invited to:

- a) Note the information contained in this paper; and
- b) Discussion any relevant matters as appropriate.

1. INTRODUCTION

- 1.1 Given the main challenges in aviation safety and air navigation capacity and efficiency in the Region, the Declaration of Asia/Pacific Ministerial Conference on Civil Aviation, also known as the Beijing Declaration, sets out the commitments to enhance aviation safety and air traffic management capacity/harmonization in this region. One of the commitments is the implementation of an effective SSP by 2025.
- 1.2 In the 19th COSCAP SEA Steering Committee Meeting (Ha Long, Viet Nam, 20 – 21 November 2019), the Meeting provided the SSP implementation guide for State's senior executives in aviation and encouraged all States concerned to update their SSP implementation status accordingly.
- 1.3 This paper provides the update of the implementation status of Thailand's SSP based on the COSCAP SEA's SSP implementation guide for State's senior executives in aviation.

2. DISCUSSION

- 2.1 The status of Thailand's SSP implementation using the COSCAP SEA's SSP implementation guide for State's senior executives in aviation is provided in **Appendix A**.

3. CONCLUSION

- 3.1 The Meeting is invited to:
 - a) Note the information contained in this paper; and
 - b) Discussion any relevant matters as appropriate.

— END —



SSP IMPLEMENTATION GUIDE FOR STATES' SENIOR EXECUTIVES IN AVIATION (THAILAND)

Task Description	Target Action Dates	Responsible Person & Entity	Status & Progress
Decide which State entity will be responsible for leading the implementation of the SSP and identify the other State entities to be involved, with reference to the National Aviation Safety Plan (NASP)	May 2019	CAAT/Safety Management Department (SMD)	<p>Completed— The Air Navigation Act, Amendment 14 (Section 15/8 (4)), delegates the responsibility to develop, monitor, coordinate and implement SSP to the CAAT.</p> <p>In progress— The SSP document incorporated with Thailand Aviation Safety Plan (TASP) identifies all stakeholders (i.e. State entities and operators) involved in the SSP implementation of Thailand.</p>
Establish an SSP implementation project lead and co-ordination team	Jul 2019	CAAT/SMD and National Civil Aviation Safety Board (NCASB)	Completed— CAAT delegates the responsibility of SSP implementation to SMD. In addition, the NCASB was established to be the national coordination team for the SSP implementation.
Obtain Senior Management commitment of funding and human resources and an appropriate person in authority to take ownership of the SSP.	Qtr.4/2020	CAAT/SMD	<p>In progress – The State safety policy (Item 8), endorsed by the Civil Aviation Board (CAB) on April 2019, emphasizes the commitment of funding and human resource to the CAAT.</p> <p>However, the State safety policy does not specify such commitment to other related authorities (i.e. Aircraft accident investigation and search-and-rescue authorities). Therefore, the State safety policy will be revised to ensure that all relevant State entities shall have enough financial and human resources.</p>
Establish the SSP Coordination Group membership including key responsibilities and Terms of Reference	Jul 2019	CAAT/SMD and CAB	Completed— The NCASB was established on July 2019 and revised in Jan 2020 by CAB. Its composition and responsibility are provided in the NCASB TOR.
Complete/update SSP Gap analysis (iSTARS tool)	Qtr.2/2020	CAAT/SMD	In progress – The SSP gap analysis was completed in 2018. However, it is being updated due to the amendment of Annex 19 and Doc 9859.



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Task Description	Target Action Dates	Responsible Person & Entity	Status & Progress
Review, develop/update CAPs for, and prioritise CAP implementation for, not satisfactory SSP Foundation PQs under USOAP CMA (iSTARS tool)	Jan 2020	CAAT/All related departments	Completed – CAAT has updated the CAPs for all findings in January 2020.
Develop/update SSP Implementation Plan	Qtr.4/2020	CAAT/SMD and Aviation Safety Action Group (ASAG)	In progress – From the SSP gap analysis, the SSP implementation actions have been identified and will be included in the developing TASP.
Develop State Safety System description including description of interfaces	Qtr.4/2020	CAAT/SMD	In progress – Both SSP document and TASP contain the State safety system description, including description of interfaces
Develop State Safety Policy and safety objectives	Qtr.2/2020	CAAT/SMD, NCASB and CAB	In progress – State safety policy was endorsed by the CAB in April 2019. The safety objectives will be included in the developing TASP.
Establish SSP related primary legislation, policies, specific operating regulations and guidance material (including safety information protection policy, non-punitive enforcement policy, general provisions on SSP, definition of SSP leading organization, coordination mechanism with other State organizations, and financing mechanism)	Apr 2019	CAAT/SMD	Completed – The establishment of the SSP is described in the SSP document, version 1.0, issued in April 2019.
Establish SMS requirements for service providers and tools and methodology for SMS oversight activities	Qtr.3/2020	CAAT/SMD and all safety oversight departments	In progress – SMS requirements and SMS inspection's tools/methodology were developed by each safety oversight domains. However, CAAT is developing a harmonised SMS regulation and tools/methodology for the SMS oversight activities.
Develop/Update a hazard identification and risk assessment methodology	Dec 2018	CAAT/SMD	Completed – Hazard Identification and Risk Assessment (HIRA) methodology were developed by SMD and use the bow tie XP software as a tool to perform the HIRA.
Plan organizational unit responsible for coordinating, implementing and maintaining of the SSP, including the reporting line for the head	Aug 2019	CAAT/Human Resource Dept. (HRD)	Completed – CAAT Order No. 247/2562 (issued in August 2019) gives the responsibility to coordinate, implement and maintain the SSP to SMD, with the direct reporting line to the CAAT DG.



Task Description	Target Action Dates	Responsible Person & Entity	Status & Progress
Develop competency requirements and Job Descriptions for staff positions responsible for implementing and maintaining SSP, both new positions and amendment of existing positions	May 2019	CAAT/HRD	Completed—CAAT developed competency requirements and job descriptions for the SMD staff positions responsible for implementing and maintaining SSP. The information is documented in the CAAT Job Description Handbook.
Develop SSP training programme and position training plans	Dec 2018	CAAT/HRD	Completed—CAAT has developed the training programme and plan on the SSP implementation for inspectors and other CAAT staff.
Establish SSP unit and appoint and train staff responsible for implementing and maintaining the SSP	Aug 2019	CAAT/SMD	Completed—CAAT Order No. 247/2562 (issued in August 2019) gives responsibilities to coordinate, implement and maintain the SSP to SMD, with the direct reporting line to the CAAT Director General (DG). CAAT has developed the training programme and plan on the SSP and SMS implementation for all SMD staff.
Establish a safety review group consisting of State experts and industry safety specialists	Jul 2019	CAAT/SMD	Completed—NCASB was established to be the coordination team for the SSP implementation. It composes safety specialists from both State entities and aviation operators in Thailand.
Use SMEs to identify Significant State Aviation Safety Risks in whole aviation system	Oct 2019	CAAT/SMD	Completed—ASAG was established within the CAAT, comprised of the SMEs from SMD and safety oversight domains to identify and analyse the state safety risk. Mitigations of the identified risks will be included in the developing TASP.
Establish/Update mandatory and voluntary safety reporting systems	Dec 2019	CAAT/SMD and Legal (LEG)	Completed—CAAT Requirement No. 22—Occurrence Reporting in Civil Aviation, promulgated on 3 December 2019, established the requirement for the mandatory and voluntary reporting system. CAAT also developed the reporting channels and procedure based on the promulgated requirement.
Implement a Safety Data Collection and Processing System (SDCPS) taking into account existing safety data reporting and analysis systems	Feb 2018	CAAT/SMD and Safety Data Verification Subgroup (SDV-SG)	Completed—CAAT has developed the SDCPS since 2017, using the European Coordination Centre for Accident and Incident Reporting System (ECCAIRS), as a basis for the State safety risk management.



Task Description	Target Action Dates	Responsible Person & Entity	Status & Progress
Finalise significant State aviation risks from SME and safety data analysis.	Q4/2020	CAAT/SDV-SG and SMD	In progress – ASAG was established within the CAAT, which comprises of the SMEs from SMD and safety oversight domains, to identify and analyse the state safety risk. The mitigation of the identified risks will be included in the developing TASP.
Establish State Safety Performance Indicators, and State Safety Performance targets if appropriate	Q4/2020	CAAT/SMD	In progress – SPIs and SPTs will be included in the developing TASP.
Agree State Management of change process and procedures	2021	CAAT/SMD	In progress – This task will be reviewed and updated in the SSP document.
Develop/update, approve and publish SSP documentation	Q1/2020	CAAT/SMD	In progress – The SSP document, version 1.0, was developed and issued in April 2019. It is a living document, and will be reviewed annually.
Develop/implement a plan for State Safety promotion: <ul style="list-style-type: none"> – Safety culture – Internal and external training – Safety communication strategy for industry 	Q4/2020	CAAT/SMD	In progress – SMD had developed the safety promotion plan for training, coordinating and promoting the SMS implementation to the State entities, aviation industry and CAAT staff.
Update the NASP to include significant State aviation risks and actions planned to address them	Q4/2020	CAAT/SMD	In progress – The TASP 2020-2022 is being developed, and expect to be issued by the end of 2020.
Perform periodic self-assessments using USOAP SSP PQs during the SSP implementation period	2022	CAAT/SMD	In progress – The process will be designed with all safety oversight domains, and implement in 2022.
Monitor Safety Performance and continuous update, development and improvement of SSP	2021+	CAAT/SMD	In progress – The TASP 2020-2022, including the SPI and SPT, is being developed, and expect to be issued by the end of 2020. The monitoring of safety performance will be done afterward.

ICAO Training available to support State SSP Implementation

1. Safety Management Online Course (Annex 19 & Doc 9859)
2. Safety Management Capacity Building Workshop (SSP implementation)
3. National Aviation Safety Plan Development Workshop (NASP)
4. State Safety Programme Implementation Course
5. Safety Management System Oversight Course (SMS evaluation and monitoring)
6. Safety Management for Practitioners Course (Safety risk assessments)
7. Safety Performance Indicators (SPI) and Targets (SPTs) Workshop (measurement and monitoring)
8. Aviation Safety Data Collection and Processing Systems (SDCPS) Workshop (Aviation data systems)