

Thailand's Practices in Notifying and Publishing Differences to ICAO SARPs

Workshop on Transposition of Annex 14 SARPs into National Aerodrome Standards

Date : 17/02/2025

Presented by: CAAT



Agenda

1

State Responsibility

2

Notification of Differences

3

Manual for ICAO SARPs Management and Development of Legal Framework for Regulatory Oversight

4

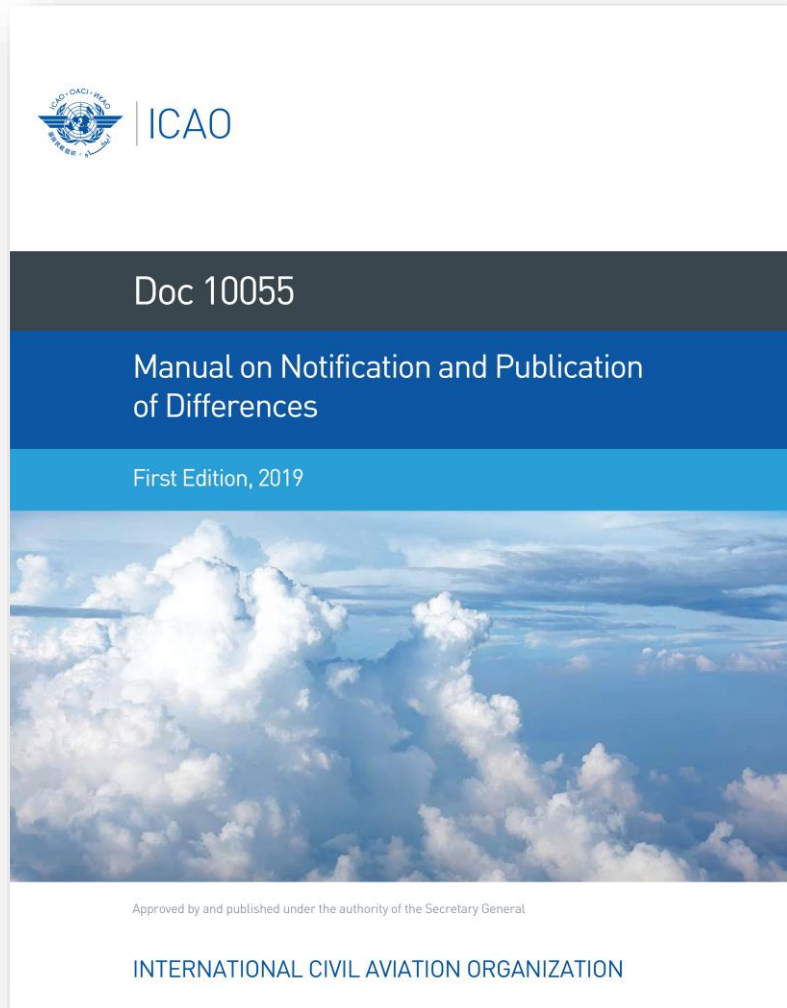
The Publication of Significant Differences in the AIP

Notification of Differences to ICAO: State Responsibility



Article 38 of the Chicago Convention establishes the obligation that when a State finds it impracticable to comply in all respects with international standards or procedures, or if a State otherwise takes a decision to differ from international standards, the State is required to notify that difference to ICAO.

Notification of Differences



Purpose

To promote safety, efficiency and regularity in air navigation by ensuring that all stakeholders concerned with international civil aviation are **aware of all national rules and practices insofar as they differ from those prescribed in SARPs.**

Which Annex components apply?

- a) Standard
- b) Recommended Practice
- c) Appendices
- d) Definitions
- e) Tables and figures

Does not apply to forewords, introductions, notes and attachments.

Manual for ICAO SARPs Management and Development of Legal Framework for Regulatory Oversight (CAAT-LEG-SAM)



Main contents

- Procedure for **Proposals for Amendment**
- Procedure for **Adoption and Approval of Amendment**
- Procedure for **Development of Regulations**
- Procedure for **Notification and Publication of Differences**

Manual for ICAO SARPs Management and Development of Legal Framework for Regulatory Oversight

CAAT-LEG-SAM
Issue: 03
Revision: 00
Date: 31 January 2025

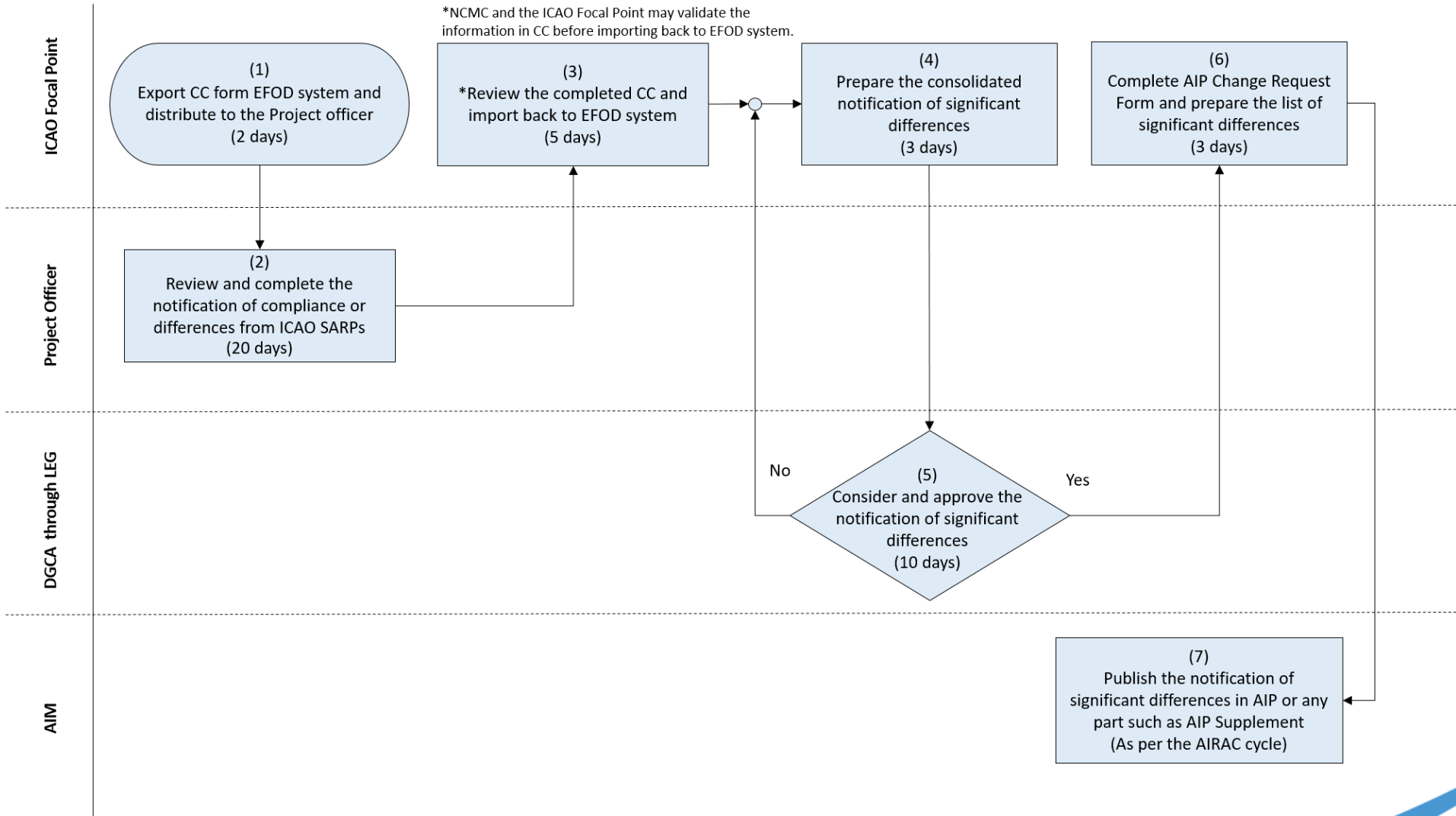
Approved by

Suttipong Kongpool

Director General of The Civil Aviation Authority of Thailand

Manual for ICAO SARPs Management and Development of Legal Framework for Regulatory Oversight

Procedure for **Procedure for Notification and Publication of Differences**



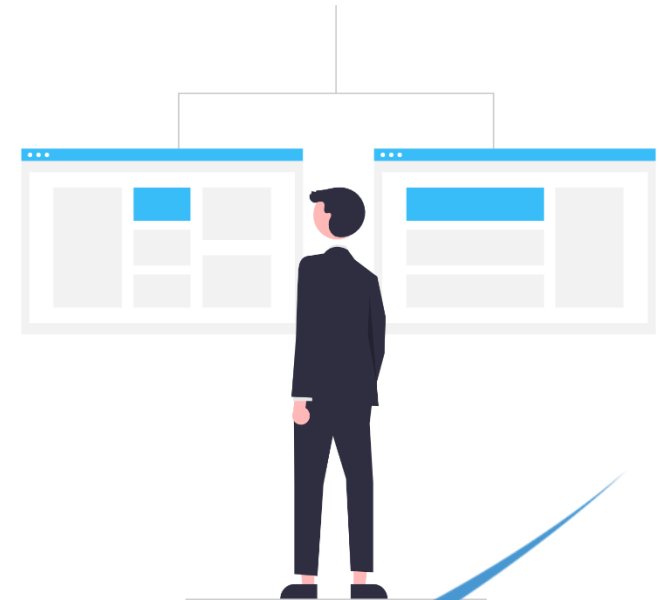
The Publication of Significant Differences in the AIP

Annex 15 — *Aeronautical Information Services*, 5.2.2 states:

AIP shall include:

...

- c) a list of significant differences between the national regulations and practices of the State and the related ICAO Standards, Recommended Practices and Procedures, given in a form that would enable a user to differentiate readily between the requirements of the State and the related ICAO provisions;
- d) the choice made by a State in each significant case where an alternative course of action is provided for ICAO Standards, Recommended Practices and Procedures.



Significant Difference

is a difference from:

- a) any of the Standards in the Annexes;
- b) Recommended Practices that are important for the safety of air navigation or, in the case of facilitation, for the speedy handling and clearance through customs, immigration, etc. of aircraft and the loads they carry;
- c) Procedures for Air Navigation Services (PANS) that are important for the safety of air navigation; and
- d) Regional Supplementary Procedures (SUPPS) that are important for the safety of air navigation.

How to publish the significant differences in AIP

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

**eAIP Thailand**
See [cover page](#) for details.

[History](#) [Help](#) [EN](#)
[PDF](#) [About](#)

[AIP](#) | [AMDT](#) | [SUPs](#) | [AIGs](#)

Effective 23 JAN 2025

PART 1 - GENERAL (GEN)
+ GEN 0
+ GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS
+ GEN 2 TABLES AND CODES
+ GEN 3 SERVICES
+ GEN 4 CHARGES FOR AERODROMES/HELIPORTS

PART 2 - EN-ROUTE (ENR)
+ ENR 0
+ ENR 1 GENERAL RULES AND PROCEDURES
+ ENR 2 AIR TRAFFIC SERVICES AIRSPACE
+ ENR 3 ATS ROUTES
+ ENR 4 RADIO NAVIGATION AIDS/SYSTEMS
+ ENR 5 NAVIGATION WARNINGS
+ ENR 6 EN-ROUTE CHARTS

PART 3 - AERODROMES (AD)
+ AD 0
+ AD 1 AERODROMES - INTRODUCTION
+ AD 2 AERODROMES

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

Annex 1 – Personnel Licensing 179th Amendment			
Annex References	State Legislation, Regulation or Document References	Level of Implementation of SARP's	Text of differences
	https://ais.caat.or.th/file/post/850/Annex1, Amendment179(Standards).pdf		
Annex 2 – Rules of the Air 48th Amendment			
Annex References	State Legislation, Regulation or Document References	Level of Implementation of SARP's	Text of differences
NIL	NIL	NIL	NIL
Annex 3 – Meteorological Service for International Air Navigation 81st Amendment			
Annex References	State Legislation, Regulation or Document References	Level of Implementation of SARP's	Text of differences
	https://ais.caat.or.th/file/post/851/Annex3, Amendment81(Standards).pdf		
Annex 4 – Aeronautical Charts 62nd Amendment			
Annex References	State Legislation, Regulation or Document References	Level of Implementation of SARP's	Text of differences
NIL			

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

Differences to be Notified to ICAO - Standards Only

Annex 14, Volume 1, Amendment 17



Thailand

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 9 Reference 9.2.30 Standard	9.2.30 Any vehicles, other than the first responding vehicle(s), required to deliver the amounts of extinguishing agents specified in Table 9-2 shall ensure continuous agent application and shall arrive no more than four minutes from the initial call.	R2CAAT 37 – Aerodrome Standards B.E. 2565, Article 1003	More Exacting or Exceeds	Any vehicles, other than the first responding vehicle(s) shall arrive no more than three minutes from the initial call.	Recommendation 9.2.32 adopted as mandatory.

- END -

THE FLOOR IS YOURS !

