

**59th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

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**AGENDA ITEM 5: AVIATION SECURITY AND
FACILITATION**

**REGULATORY FRAMEWORK AND CHALLENGES IN THE
IMPLEMENTATION OF THE FOREIGN AIRCRAFT
OPERATOR SECURITY PROGRAMME BY THE CIVIL
AVIATION AUTHORITY OF THAILAND**

(Presented by Thailand)

INFORMATION PAPER

SUMMARY

To comply with Annex 17 Standard 3.3.2, the Civil Aviation Authority of Thailand (CAAT) established secondary legislation to approve the Foreign Aircraft Operator Security Programme (FAOSP), which consists of the Air Operator Security Programme (AOSP) from the state of the operator and the Supplementary Station Procedure (SSP) in Thailand Model template format. CAAT faces challenges due to the vast number of foreign aircraft operators operating to/from Thailand compared to CAAT's resources. Additionally, the differences in AOSP approval systems in each state make it difficult to request the acknowledgement that the AOSP of an aircraft operator has been approved, reviewed or verified by the State of the Operator.

REGULATORY FRAMEWORK AND CHALLENGES IN THE IMPLEMENTATION OF THE FOREIGN AIRCRAFT OPERATOR SECURITY PROGRAMME BY THE CIVIL AVIATION AUTHORITY OF THAILAND

1. INTRODUCTION

1.1 Reference to Annex 17, Twelfth edition Standard 3.3.2 Each Contracting State shall require foreign commercial air transport operators providing service to and from that State to establish, implement and maintain written supplementary station procedures that meet the requirements of the national civil aviation security programme of that State.

1.2 Reference from the recommendation on Doc 8973-Aviation Security Manual, Thirteenth Edition, Chapter 15

1.3 15.1.1.2 In order to fulfil aviation security obligations under Annex 17, NCASPs and associated regulations, commercial aircraft operators should:

....

b) establish, implement and maintain written supplementary station procedures (SSPs), annexed to the AOSP, that meet any requirements of the NCASP of other States where operations are conducted that are not addressed in the AOSP

1.4 15.1.2.10 States may develop model programmes to be used by aircraft operators as their AOSP and/or SSPs. Such models may help reduce the bureaucracy of the document approval process and contribute to the transparency of aviation security measures accepted by States. These models should be opened for contributions and adaptations.

1.5 15.1.2.11 In lieu of requesting SSPs, States where operations are conducted (other than the State of the Operator) may request the acknowledgement that the AOSP of an aircraft operator has been approved, reviewed or verified by the State of the Operator by directly requesting it from that State or via the aircraft operator.

1.6 To comply with Standard 3.3.2 and the recommendation in Doc 8973, the Civil Aviation Authority of Thailand established a notification regarding the Foreign Aircraft Operator Security Programme. This notification requires foreign aircraft operators to submit a certification letter from the state of the operator, the current approved AOSP, the acknowledgement that the AOSP of an aircraft operator has been approved, reviewed or verified by the State of the Operator and the Supplementary Station Procedure (SSP) in Thailand Model template format.

2. DISCUSSION

2.1 The Civil Aviation Authority of Thailand recognizes the challenges arisen from the aforementioned requirement. As such, Thailand has developed the SSP model template to ensure full compliance with NCASP requirements as well as to decrease unavoidable burden, rather than assessing AOSP. This strategic approach allows Thailand to effectively regulate foreign air operators, even with limited resources.

2.2 Moreover, to alleviate the burden on foreign air operators, CAAT has streamlined the FAOSP approval process by integrating it into the Foreign Air Operator Permission (FAOP). This integration was achieved through collaboration between CAAT's Aviation Security and Facilitation Standard Department and the Economic Regulation Department, allowing foreign air operators to obtain approval in a single step.

2.3 The primary challenge in the FAOSP approval process is obtaining the

acknowledgement that the AOSP of an aircraft operator has been approved, reviewed or verified by the State of the Operator. The diverse systems of AOSP approval across different states add to this complexity.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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