



International Civil Aviation Organization

**WORKING PAPER**

A39-WP/399  
TE/174  
14/9/16  
**(Information Paper)**  
English only

**ASSEMBLY — 39TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 33: Aviation safety and air navigation monitoring and analysis**

**ENHANCED SAFETY OVERSIGHT IN THAILAND**

(Presented by Thailand)

**EXECUTIVE SUMMARY**

Since early 2015, when Thailand was issued with an ICAO Significant Safety Concern (SSC), much progress has been made in developing legislation and revising the safety oversight organisation.

A formal programme for resolving the SSC started in May 2016 soon after the new Civil Aviation Authority of Thailand (CAAT) was formed, with the aim of resolving the SSC in 2017. In addition, Thailand has taken this opportunity to reform its safety oversight system so that the system is sustainable and effective into the future.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	Not applicable
<i>References:</i>	ICAO Annex 19 — <i>Safety Management</i> Doc 10004, <i>Global Aviation Safety Plan (GASP)</i> A39-WP/29, Endorsement of the updated Global Aviation Safety Plan. A39-WP/213, ICAO USOAP CMA – Proposal for a Post-Implementation Review.

## 1. INTRODUCTION

1.1 Thailand has a long history in aviation going back to 1911. It has been a major aviation player in the region since the early 1950s. It has been the location of the ICAO Asia and Pacific Regional Office in Bangkok since 1955. Aviation plays a crucial part in the economic and social development of Thailand.

1.2 However, in January 2015, an ICAO USOAP CMA Audit of the Kingdom of Thailand led to a Significant Safety Concern (SSC) related to Aircraft Operations which called for Air Operator Certificates (AOCs) to be issued through a comprehensive, structured and documented certification process. The SSC was followed by the US FAA downgrading the former Thai Department of Civil Aviation (DCA) from a 'Category 1' to a 'Category 2' rating.

1.3 In response to the ICAO SSC, Thailand decided to reform its safety oversight arrangements. The original DCA was split into two organisations, a new Civil Aviation Authority of Thailand (CAAT) and a Department of Airport. To do this required changes to the legislation and the re-allocation of staff to the new CAAT. This took longer than originally anticipated. However, the CAAT structure has now been established and it is focussing on the primary task of resolving the SSC.

## 2. RESOLUTION OF SSC

2.1 The tasks to resolve the SSC are 1) the preparation of regulations, procedures and guidance for the recertification of AOCs for air operators which operate on international routes, 2) the issuing of rules and regulations for the transportation of dangerous goods and supporting the AOC recertification programme, 3) the training of CAAT inspection and support staff, and 4) the assessment and issue of AOCs by CAAT staff, in conjunction with experts and inspectors from foreign organisations.

2.2 The recertification programme started in May 2016 and should be completed by September 2017.

## 3. LEGISLATION AND ORGANIZATION

3.1 For the restructuring of civil aviation organizations, the Royal Decree B.E. 2558 (2015) on the Amendment of the Air Navigation Act B.E. 2497 (1954) and the Royal Decree B.E. 2558 (2015) on Thailand's Civil Aviation have been enacted in order to improve the structures and authorities of relevant civil aviation organizations to be in compliance with international standards. The CAAT has been established to regulate civil aviation. Furthermore, the Government initially set up the Command Centre for Resolving Civil Aviation Issues (CRCA) as an ad hoc unit under the direct supervision of the Chief of the NCPO, with the Air Force Commander-in-Chief as Head of the CRCA. This ad hoc unit was established to follow up on actions to efficiently address the findings made by the ICAO and the Federal Aviation Administration (FAA), as well as to make preparations for the safety assessment by the European Aviation Safety Agency (EASA). The CRCA purpose has now been fulfilled with autonomy for civil aviation now transferred to CAAT and the Ministry of Transport to ensure and develop sustainability.

#### **4. CAPACITY BUILDING**

4.1 The CAAT now has established a major programme of work with the aim of resolving the SSC within the next 6 to 12 months. The CAAT not only aims to resolve the SSC but it is taking the opportunity to enhance its overall safety oversight capacity so that it can become a ‘world-class’ aviation regulator.

4.2 A key enabler for CAAT to become a ‘world class’ safety regulator is for it to have sufficient highly competent technical and operational staff – a major problem for many aviation regulators.

4.3 To achieve this, a comprehensive training programme has been undertaken for Flight Operations, Airworthiness, Dangerous Goods and Cabin Safety Inspectors. In addition, early and continuing engagement of the air transport industry in as well as the specialist staff in the ICAO Regional Office is essential. The goal is for Thailand to carry out a detailed internal audit in February 2017 and then request an ICAO ICVM during which CAAT can demonstrate completion of the Corrective Actions to resolve the SSC.

4.4 The task in hand is not just the resolution of the SSC. A sustainable and comprehensive organisational structure, supported by fully ICAO compliant regulations, procedures and guidance material, that are regularly updated, are being developed. Staff job descriptions and a training programme will ensure that staff competence is sufficient and commensurate with the scale of activity in Thailand.

#### **5. NEW SKILLS REQUIRED**

5.1 New skills beyond the traditional aviation technical skills are being identified to more effectively manage the safety risk profile of the service providers in Thailand and to fully engage with the ICAO Continuous Monitoring Approach and the requirements of ICAO Annex 19, Safety Management.

5.2 The full engagement with the ICAO USOAP CMA online framework is a challenging task and the role of the National Continuous Monitoring Coordinator is well established in Thailand. However, this is an important and demanding task requiring special skills and dedicated resources. To support the ICAO CMA initiative, Thailand would be willing to cooperate with any post-implementation review (PIR) of the USOAP CMA, as proposed in Working Paper A39-WP/213.

#### **6. FUTURE SAFETY OVERSIGHT POLICY IN THAILAND**

6.1 Thailand will work to align its national regulations with ICAO SARPS and will develop its national safety oversight system based on the amended and future updates of the ICAO Global Aviation Safety Plan (GASP). Thailand will systematically address all outstanding Protocol Questions and aims to achieve an effective implementation of SARPs above 60% within the next 12 months. It will also work towards creating a fully ICAO compliant and operational State Safety Programme by 2018.

7. **CONCLUSIONS**

7.1 The ICAO SSC has been the catalyst for creating an enhanced safety oversight system in Thailand. Much has already been done and much continues to be done. It is anticipated that a fully capable safety oversight system will be in place within the next 12 months.

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