

**54th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

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**AGENDA ITEM 3: AVIATION SAFETY AND
AIR NAVIGATION**

ENHANCED SAFETY OVERSIGHT IN THAILAND

(Presented by Thailand)

INFORMATION PAPER

SUMMARY

Since early 2015, when Thailand was issued with an ICAO Significant Safety Concern (SSC), progress has been made in developing legislation and revising the safety oversight organisation. A formal programme for resolving the SSC started in May 2016 with the established of the Civil Aviation Authority of Thailand. On 30th June, 2017, all SSC corrective actions were completed and SSC ICVM was requested. In addition, Thailand has taken steps to reform its safety oversight system to ensure the sustainability and effectiveness in the future.

ENHANCED SAFETY OVERSIGHT IN THAILAND

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 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 the original DCA was split into two organisations; The Civil Aviation Authority of Thailand (CAAT) and Department of Airport. The responsibilities in Search and Rescue and Accident Investigation were also transferred to the Office of the Permanent Secretary of the Ministry of Transport. The safety oversight arrangements have been moved to CAAT.

2. RESOLUTION OF SSC

2.1 Resolution of the SSC has been one of the primary tasks of CAAT. the activities to resolve the SSC are 1) to prepare regulations, procedures and guidance for the recertification of AOCs for air operators operating in 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 supporting staff, and 4) the assessment and issue of AOCs by CAAT staff, in conjunction with experts from foreign organizations. The SSC resolution was completed on 30 June 2017 and the SSC ICVM (ICAO Coordinated Validation Mission) was also requested.

2.2 The recertification program, started on 12 September 2016. From the original 28 AOCs, only 24 AOCs entered into the process because 4 of them were suspended from quarantine into suspension. As of 31 July 2017, eight airlines have completed recertification process: Bangkok Airways, Thai Air Asia, Thai Airways, NokScoot, Thai Air Asia X, NokAir, Thai Smile and Thai Lion Air. The whole AOC recertification programme is anticipated to be fully completed by the beginning of 2018.

3. SSC ICVM

CAAT established Quality Assurance Unit to ensure the standard of all CAAT activities. The unit reports directly to the Director General. For SSC ICVM the QA unit has performed internal audit to ensure the standard of AOC Recertification carried out by Flight Operations Standard Department, Dangerous Goods Department, Airworthiness and Aircraft Engineering Department. It was found that all 33 SSC corrective action were completed and uploaded to On-line Framework on 30 June 2017.

4. SUSTAINABILITY

4.1 CAAT's focus is not only to resolve the SSC but also to lay down foundation to enhance its overall safety oversight capacity so that it can become a 'world-class' aviation regulator.

A key enabler for CAAT to become a 'world class' safety regulator is the sufficient highly competent technical and operational staff. Inspector training has been provided in order to ensure that inspectors are familiar with newly revised regulations, procedures & checklists and understand and the certification and continued surveillance process will be conducted with the new standards.

4.2 CAAT has established Training Division and inspector training need has been assessed. Gap analysis was conducted to collect and review the recruitment, training and retraining needs. Training syllabuses for inspectors are identified. Experts from UK CAA International (CAAi) and French Direction Générale de l'Aviation Civile (DGAC) are identified as on the job training assessors to ensure that inspectors demonstrate the necessary competence and skills to be authorised as 'competent officials'.

4.3 Technical inspector trainings on AOC recertification were provided during August and September 2016 before certification process. A systematic training records is being developed. A full resource review is currently being undertaken to establish the sustainable number of technical inspectors required for the future.

5. ACTION BY THE CONFERENCE

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

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