GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. Annex 1 – Personnel Licensing, (10th edition) – Nil
2. Annex 2 – Rules of the Air, (9th edition) – Nil Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) – Nil Regional Supplementary Procedures (Doc 7030) – Nil
3. Annex 3 – Meteorological Service for International Air Navigation, (12th edition) – Nil
4. Annex 4 – Aeronautical Charts, (11th edition)

Chapter 11

11.4 The basic sheet size is 210 x 297 mm (A4)

5. Annex 5 – Units of Measurement to be Used in Air and Ground Operations, (4th edition) – Nil
6. Annex 6 – Operation of Aircraft, (6th edition) – Nil
7. Annex 7 – Aircraft Nationality and Registration Marks, (4th edition) – Nil
8. Annex 8 – Airworthiness of Aircraft, (8th edition) – Nil
9. Annex 9 – Facilitation, (12th edition)

APPLICABLE ICAO DOCUMENTS

National regulations and practices concerning facilitation of international air transport are being carried out at Thai international airports in accordance with the provisions set forth in the Standards and Recommended Practices of Annex 9 to the Convention on International Civil Aviation. Differences from certain Annex 9 provisions only exist in those cases where it has not yet been possible to amend national legislation accordingly. Continuous efforts are however, being made, through FAL Sub Committee of Civil Aviation Board to eliminate these differences as soon as possible. Any significant differences are reflected in the regulations and procedures described on the following items and are noted below.

DIFFERENCES BETWEEN NATIONAL REGULATIONS AND PRACTICES OF THAILAND AND INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES CONTAINED IN ANNEX 9

Chapter 2

2.7 Only documents for entry and departure of aircraft furnished in English or Thai or both in English or Thai are to be accepted.

2.43 Border inspection and clearance of aircraft and their loads in Thailand are under the responsibility of CIQ agencies, consisting of Customs, Immigration and Quarantine, each of which has its own specific laws. Thailand, therefore, is unable to authorize one governmental agency to undertake the procedures on its behalf.

Chapter 3

3.9.1 On the process of considering the details on joining ICAO Public Key Directory.

3.18 Before departure from Thailand, a resident alien shall bring his/her certificate of residence to the competent official for endorsement as evidence of his/her leaving the kingdom for re-entry permit.

3.26 It is required that Embarkation/Disembarkation Card be filled in. Moreover, in some case, additional documents are requested for reasons of security and the prevention of crime.

3.29 Each port of entry in Thailand nowadays provides passengers with an Embarkation/Disembarkation Card without any charge. However, airline operators and/or their travel agents who request a large number of these cards must contact the Police Printing Bureau to buy them.

3.47 – 3.47.7 On the process of considering to use the Advance Passenger Processing System (APPS).

3.67 There are no process of applying for Crew Member Certificate.

3.68 Crew Member Certificate is not issued in the form of machine readable card.

3.70 A background check is not carried out by or on behalf of the relevant public authority for issuing Crew Member Certificate.

3.71.2 Crew member who are not on duty will be treated in the same manner as a regular passenger and required visa when proceeding through arrival formalities.

3.73 Civil Aviation inspectors will not be treated in the same manner as crew members when proceeding through departure or arrival formalities.

3.74 The format of a civil aviation inspector's identity document in Thailand is different from ICAO's requirements.

3.75 The format of a civil aviation inspector's identity document in Thailand is different from CAO's requirements.

3.76 Civil Aviation inspectors will not be treated in the same manner as crew members. They have to be treated as passengers when proceeding through departure or arrival formalities.

3.80 A departing passenger who had held an air ticket is allowed to depart the territory of the Kingdom of Thailand after having paid related fine.

3.81 Aliens, who will entry the Kingdom to assist passengers whose flights have been disrupted as a result of force majeure, have to be treated as passengers when proceeding through departure or arrival formalities.

4.23 The master of every ship (include aircraft) whether loaded or in ballast, coming from outside the boundary of the Kingdom, shall make due report to the competent official within twenty-four hours after arrival at a port (including aircraft).

5.9.1 The owner or the controller of the conveyance or the inadmissible persons shall be responsible for all expenses according to the relevant laws.

5.14 The laws of Thailand's Immigration Bureau impose penalties upon aircrafts operators in which arriving or in-transit persons are found to be improperly documented.

5.18 The owner or the controller of the conveyance or the deportee shall be responsible for expenses according to relevant laws.

6.47 The certificate showing the amounts of funds in possession will be issued upon travellers' request.

Chapter 5

5.9.1 The owner or the controller of the conveyance or the inadmissible persons shall be responsible for all expenses according to the relevant laws.
5.14 The laws of Thailand's Immigration Bureau impose penalties upon aircrafts operators in which arriving or in-transit persons are found to be improperly documented.
5.18 The owner or the controller of the conveyance or the deportee shall be responsible for expenses according to relevant laws.

Chapter 6

6.47 The certificate showing the amounts of funds in possession will be issued upon travellers' request.

10. Annex 10 **–** Aeronautical Telecommunication Volume I – Radio Navigation Aids, (5th edition) – Nil
11. Annex 10 **–** Aeronautical Telecommunication Volume II – Communication Procedures, (6th edition) – Nil
12. Annex 10 **–** Aeronautical Telecommunication Volume III – Communication Systems,,(1st edition) – Nil
13. Annex 10 **–** Aeronautical Telecommunication Volume IV – Surveillance Radar and Collision Avoidance Systems, (3rd edition) – Nil
14. Annex 10 **–** Aeronautical Telecommunication Volume V – Aeronautical Frequency Spectrum Utilization, (2nd edition) – Nil
15. Annex 11 **–** Air Traffic Services, (13th edition) – Nil
16. Annex 12 **–** Search and Rescue, (8th edition) – Nil
17. Annex 13 **–** Aircraft Accident and Incident Investigation, (9th edition) – Nil
18. Annex 14 **–** Aerodrome Volume I – Aerodrome Design and Operations, (4th edition) – Nil
19. Annex 14 **–** Aerodrome Volume II – Heliports, (2nd edition) – Nil
20. Annex 15 **–** Aeronautical Information Services, (12th edition) – Nil
21. Annex 16 **–** Environmental Protection Volume I – Aircraft Noise, (3rd edition) – Nil
22. Annex 16 **–** Environmental Protection Volume II – Aircraft Engine Emissions, (2nd edition) – Nil
23. Annex 17 **–** Security, (7th edition) – Nil
24. Annex 18 **–** The Safe Transport of Dangerous Goods by Air, (3rd edition) – Nil