

Unit 2

**The airport – airline - organization
relationship**

Scope of Contents

1. National civil aviation authority of Thailand
 - 1.1 History background
 - 1.2 Roles and responsibilities
 - 1.3 Vision, Values, and Organization's Culture
 - 1.4 Missions and Strategies
2. Structure of aeronautical charge
3. The problems of national civil aviation organization of Thailand
4. The international aviation organizations; the history background, roles and objectives
 - 4.1 International Civil Aviation Organization- ICAO
 - 4.2 International Air Transport Association- IATA
 - 4.3 Airport Council International- ACI

National civil aviation authority of Thailand- CAAT

1.1 History background

The Department of Civil Aviation (DCA), currently, has been changed to The Civil Aviation Authority of Thailand (CAAT) .

The Department of Civil Aviation (2015) or CAAT was established in the reign of King Rama 6 around B.E. 2453 under the Ministry of Defense. At that time, it was one of Royal Thai Army division called "Aviation Division"

National civil aviation authority of Thailand- CAAT

November B.E. 2456, a hangar was built behind Phatumwan Police School. The first airport of Thailand called "Saprathum Airport" by using the area in front of the Royal Bangkok Sports Club as shown in figure 1.
Later, the Aviation Division was changed to "Don Mueng". in figure 2.

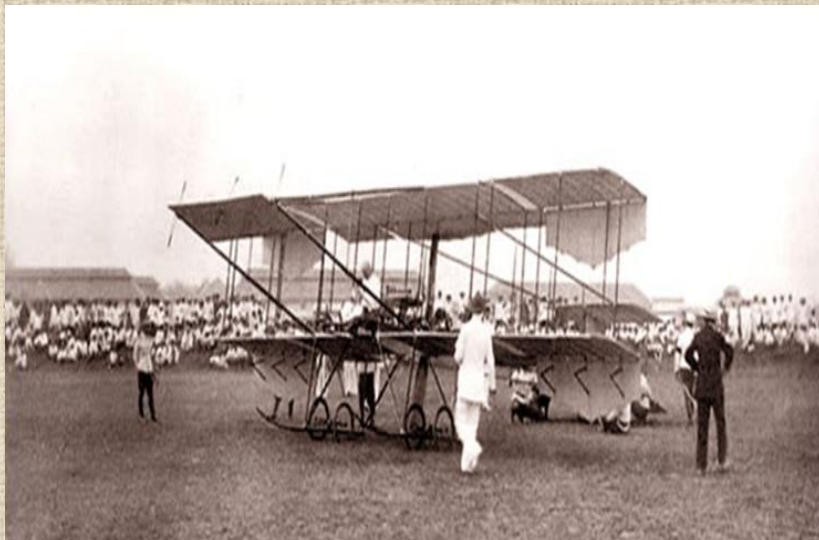


figure 1. Saprathum Airport.
Source: <http://www.fwdmag.com> Retrieved on August 7, 2016



figure 2. Don Mueng Airport in the past.
Source: www.google.com Retrieved on August 7, 2016

National civil aviation authority of Thailand- CAAT

Roles and Responsibilities are;

- To enforce laws on air navigation, aviation liability, and any other relevant laws.
- To study and analyze for developing the fundamental structure of the nation's civil aviation.
- To promote and develop the network

National civil aviation authority of Thailand- CAAT

- To prescribe, regulate, and audit implementation of civil aviation.
- To develop and conduct the Department's airport activities.
- To cooperate and liaise with relevant domestic and international civil aviation organizations as well as organizations related to relevant Conventions and Agreements.
- To conduct any other activities related to the Department's responsibilities as required by laws or as assigned by the Ministry of Transport or the Cabinet.

National civil aviation authority of Thailand- CAAT

1.3 Vision, Values and Organization Culture

- **Vision**

“Become a leading organization in the region to drive the nation’s civil aviation to gain acceptance and be competitive worldwide.”

- **Values**

SAFE □ S = Safety, A = Aggregation, F = Formulation, E = Ethics

- **Organization’s Culture**

“Think Together, Do It Together, Develop the Organization Together”

National civil aviation authority of Thailand- CAAT

1.4 Mission and Strategies

Mission

- Promoting, developing and regulating the Country's civil aviation.
- Developing and upgrading the quality of the country's air transport services.
- Improving and developing airports under the Department's jurisdiction to be efficient.

2. Thailand Navigation Act concerning with the airport .



The CAAT was under the Ministry of Transport. Its vital duty was overseeing the airport in Thailand to **practice according to the law and regulations**, as well as all international treaties. In addition, to service the civil of safe, comfort and secure using the airport.

Aeronautical Charge

Most revenue coming from

- Weight based landing charge
- Passenger fee

LANDING OR AIRCRAFT BASED CHARGES

- Some airports have differential landing charges by time of day
- Fixed runway charges for all aircrafts (some)
- Airlines pay to ATC agencies directly

PASSENGER CHARGES

Passenger charges or Passenger service charges (PSC) are main sources of revenue.

- Lower charge for domestic Pax
- Some airports (Frankfurt) refunded amount to pax when load factor exceeds 83%
- Charge lower fee for transfer Pax

SECURITIES CHARGES

Securities SVC maybe provide by the airport owner employees, or by a private company

- Who pays
- Government, Airport operator

2. Thailand Navigation Act concerning with the airport .

Section 51-55, said not allow any person to establish the temporary or permanent aerodrome without permission, so one shall apply the permit in accordance with Ministerial Regulations.

Section 56-57, mainly concerning with the airport charges such as passenger service charges, landing fees, hangar fees and navigational facilitation will be charged according to the Regulations of the Civil Aviation Board.

Section 58-59, the Minister has authority to designate and disclose in the Government Gazette of the area near the aerodrome or places where air navigational facilitation equipment located as a safety zone for navigation.

Physical Security Measures

- **Protection of aircraft**
- **Control of airside access**
- **Physical security of premises**
- **Access control**

Security Restricted Area

“Airside areas of an airport into which access is controlled to ensure security of civil aviation. Such areas will normally include, inter alia, all passenger departure areas between the screening checkpoint and the aircraft, the ramp, baggage make-up areas, cargo sheds, mail centres, airside catering and aircraft cleaning premises.”

4. The international aviation organizations; the history back ground, roles and objectives .

4.1 International Civil Aviation Organization- ICAO

The conference has generated a set of international rules, critical need for international commonality in airport, air traffic control facilities, procedures and equipment for ensuring the safety of aircraft operation across nations' borders.



4. The international aviation organizations; the history back ground, roles and objectives .



ICAO Standards and Recommended Practices-SARPs provide the basis for standardized practice in the aviation industry.

SARPs were published in documents called Annexes (IATA, 2012). There are 18 annexes, each annex concern with various facets of aviation. The key annexes are;

Annex 1 Licensing refers to the requirements license for flight crew, air traffic controllers and aircraft maintenance personnel.

Annex 2 Rules of the Air refers to the rules relating to the maneuver of visual and instrument flight.

Annex 6 Operation of Aircraft refers to the lists specifications to ensure similar operations throughout the world at minimum level safety details listed.

Annex 8 Airworthiness of Aircraft refers to the lists requirements for certification and inspection of aircraft.

4. The international aviation organizations; the history back ground, roles and objectives .

4.2 International Air Transport Association- IATA

With its headquarters in Geneva, Switzerland, and Montreal, IATA is a commercial association of most international airlines in the globe being membership. There are accounted about 83% of international scheduled passenger traffic from 140 countries.

This organization has an important role in the development of international air transportation more than a decade.



4. The international aviation organizations; the history back ground, roles and objectives .

4.3 Airport Council International- ACI

In January 1991, Airport Council International- ACI was established. It is the association of the world's airports with the prime purpose is to advance the benefits of airports and to promote professional excellence in airport management and operations

- To maximize the contributions of airports to preserve and develop a safe, secure, environmentally compatible and efficient air transport system.
- To achieve cooperation among all segments of the aviation industry and their stakeholders as well as with governments and international organizations.
- To influence international and national legislation, rules, policies, standards and practices based on established policies representing airports' interests and priorities.
- To advance the development of the aviation system by enhancing public awareness of the economic and social importance of airport development.

4. The international aviation organizations; the history back ground, roles and objectives .

To maximize cooperation and mutual assistance among airports.

To provide members with industry knowledge, advice and assistance, and foster professional excellence in airport management and operations.

To build ACI's worldwide organizational capacity and resources to serve all members effectively and efficiently.

Discussion Activity

Finding and comparing rule and regulation procedure
of 2 airports