

Translation



Department of Civil Aviation News

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Matters of the Facts regarding Suspension of Air Operator Certificate of Orient Thai Airlines Co., Ltd. and One Two Go Airline Co., Ltd.

Whereas the Department of Civil Aviation (“DCA”) had issued Air Operator Certificate (“AOC”) to Orient Thai Airlines Co., Ltd. (“OT”) and One Two Go Airline Co., Ltd. (“OTG”) pursuant to Clause 8 of the Regulations of the Civil Aviation Board no. 45, *Re: Air Operator Certificate*, provided that persons obtaining AOC obligate to proceed with provisions of operation and manual approved by the competent official subject to the Air Navigation Law and in accordance with the rules and procedures in the interest of safety prescribed by the DCA.

The DCA had inspected the matters of the facts regarding air operation and aircraft maintenance of OT and OTG and found defects summarized as follows:-

FOR OTG

1. OTG had no Quality Assurance to inspect itself and the company leasing the aircraft, provided that OTG neglected its duty and allowed the company leasing the aircraft to violate the manual approved by the competent official, the Air Navigation Law and rules and procedures in the interest of safety prescribed by the DCA respectively. The said violation did cause endanger to the air navigation particularly rosters of the flight crew members which were not in compliance with the provisions prescribed in the DAC’s Notification, *Re: Provisions of Limitation for air performing and duty period*, as well as the Flight Operations Manuals (FOM) certified by the DCA.

2. OTG had no proper managerial system and possessed no actual staff working for itself, provided that:-
 - 2.1 Flight operation officers of OTG had to work with those of OT, meaning that their duties are inseparable.
 - 2.2 Training course of study of MD 80 Series provided to OT's aviators was not certified by the DCA.
 - 2.3 Flight operation officers were not trained in order to be in accordance with the Flight Operations Officer Manual (FOOM) certified by the DCA.
 - 2.4 OTG neglected its duty and committed offence by submitting deceptive pilot proficiency check of MD 80 Series, deeming to give false information to the competent official, offending the criminal law.

With respect to the forgoing information, the DCA considered that OTG violates the manual approved by the competent official, the Air Navigation Law and rules and procedures in the interest of safety prescribed by the DCA, effecting directly to the interest of safety of the navigation. The DCA, by virtue of Clause 12 of the Regulations of the Civil Aviation Board no. 45 of the DCA, suspends the AOC of OTG for thirty (30) days from the date obtaining the order. OTG has to rectify all the said defects within the mentioned period; in the event OTG is inattentive or performs incomplete proceeding, the DCA reserves the right to extend the period of suspension or revoke the AOC. Once the above defects have been executed correctly and completely in accordance with the airworthiness, the DCA will allow OTG to resume its operation.

For OT

1. OT had no recording system for air performing and duty period of the aviators, causing such aviators performed their duties exceeding the prescribed limitation period as well as lacked of sufficient rest time. The DCA gave OT an initial order to arrange for the mentioned system within 30 July 2008. The DCA notified OT, after an accident of OTG aircraft, the matter that MD 80 Series's aviators were working exceeding the prescribed limitation; however, the latest inspection appeared that although acknowledging all the said defects, OTG remained inattentive to rectify the proper rosters or procure for additional aviators in order to provide the aviators for air performing period and rest time to comply with the DCA's notification, *Re: Provisions of Limitation for air performing and duty period.*

2. OT had no Quality Assurance for self-inspection causing several operation defects as follows:-
 - Some of the operation manuals were not certified by the DCA whereby information contained in some of those were not update, appeared incomplete and not in line with the others.

 - The various operations were not in accordance with the procedures prescribed in the manual certified by the DCA.

 - Training course of study of MD 80 Series provided to OT's aviators was not certified by the DCA.

 - Aviators were not trained and completely passed the proficiency check with respect to the manual certified by the DCA.

- Flight operation officers did not obtain fundamental training and procedures in case of emergency with respect to the manual certified by the DCA.
- 3. OT committed offence by submitting deceptive proficiency inspection reports of pilot MD 80 Series, deeming to give false information to the competent official, offending the criminal law.

With respect to the forgoing information, the DCA considered that applications of aircraft typed MD 80 Series are incompliant with the manual approved by the competent official, the Air Navigation Law and rules and procedures in the interest of safety prescribed by the DCA, effecting directly to the interest of safety of the navigation. The DCA, by virtue of Clause 12 of the Regulations of the Civil Aviation Board no. 45 of the DCA, suspends the AOC of OT, in the part of aircraft typed MD 80 Series, for thirty (30) days from the date obtaining the order. OT has to rectify all the said defects within the mentioned period; in the event OT is inattentive or performs incomplete proceeding, the DCA reserves the right to extend for period of suspension or revoke the AOC. Once the above defects have been executed correctly and completely with respect to the airworthiness, the DCA will allow OT to resume its operation.