

REGULATIONS OF THE CIVIL AVIATION BOARD
NUMBER 75
ON PRIVILEGES OF HOLDERS OF PILOT, AIR TRAFFIC CONTROLLER
AND FLIGHT DISPATCHER LICENCES

By virtue of Section 15 (2) of the Air Navigation Act B.E 2497, the Civil Aviation Board, with the approval of the Minister of Transport, has issued the regulations stipulating the privileges of the holder of a pilot licence pursuant to Section 45 of the Air Navigation Act B.E. 2497 as follows:

Article 1. Article 1 of the Regulations of the Civil Aviation Board, Number 4 dated the 17th day of May (B.E.) 2500 with respect only to the privileges of holders of pilot, air traffic controller and flight dispatcher licences shall be repealed.

Article 2. The Regulations of the Civil Aviation Board, Number 48 notified on the 6th day of May (B.E.) 2542 and the Regulations of the Civil Aviation Board, Number 52 notified on the 22nd day of August (B.E.) 2543 shall be repealed.

Article 3. The holder of a pilot licence has the following privileges:

3.1 The holder of a student pilot licence has the privileges:

A. To fly dual with a flight instructor or fly solo under the supervision of, or with the authority of, a flight instructor, or under the approval of the competent official who issues a pilot licence for the purpose of issuing the licence;

B. To act as a flight radiotelephone operator to communicate his own information on aircraft operation, application for air traffic control clearance, accident notification and air navigation safety.

3.2 The holder of an aeroplane private pilot, helicopter private pilot, powered-lift private pilot and airship private pilot licence has the privileges:

A. To act, but not for remuneration, as pilot-in-command or co-pilot of an aeroplane, helicopter, powered-lift or airship engaged in non-revenue flights;

B. To perform preventive maintenance, and certify inspection and repair on an aeroplane, helicopter, powered-lift or airship owned or operated by that person which has the maximum takeoff mass as specified in the flight manual not exceeding 5,700 kilogram in accordance with particulars prescribed in a notification by

the Department of Civil Aviation. However, these privileges shall not be exercised if the holder of the licence does not keep abreast of all information, suggestions and manuals relevant to maintenance and airworthiness of the respective aeroplane, helicopter, powered-lift or airship;

C. To act as a flight radiotelephone operator to communicate his own information on aircraft operation, application for air traffic control clearance, accident notification and air navigation safety.

3.3 The holder of an aeroplane commercial pilot, helicopter commercial pilot, powered-lift commercial pilot and airship commercial pilot licence has the privileges pursuant to 3.2 and has the privileges:

A. To act as pilot-in-command of an aeroplane, helicopter, powered-lift or airship engaged in operations other than commercial air transportation;

B. To act as pilot-in-command, in commercial air transportation, of an aeroplane, helicopter, powered-lift or airship certified by the Department of Civil Aviation for single-pilot operation;

C. To act as, in commercial air transportation, co-pilot of an aeroplane, helicopter, powered-lift or airship required by the Department of Civil Aviation to be operated with a co-pilot.

3.4 The holder of an aeroplane airline transport pilot, helicopter airline transport pilot, powered-lift airline transport pilot and airship airline transport pilot licence has the privileges pursuant to 3.3 and has the privileges:

A. To exercise the privileges of the instrument rating of the respective aircraft;

B. To act as pilot-in-command, in commercial air transportation, of the respective aircraft required by the Department of Civil Aviation for operation with more than one pilot (multi-crew operations).

When the holder of an aeroplane airline transport pilot licence has previously held only a multi-crew pilot licence and has never held a commercial pilot licence, the privileges of the aeroplane airline transport pilot licence shall be limited to multi-crew operations unless the holder has met the requirements established in clause 3.5 A. and clause 3.5 D. Any limitation of privileges shall be endorsed on the aeroplane airline transport licence.

3.5 The holder of an aeroplane multi-crew pilot licence has the privileges pursuant to 3.2 and has the privileges:

A. To exercise the privileges of the instrument rating in an aeroplane required by the Department of Civil Aviation for operation with more than one pilot (multi-crew operations);

B. To act as co-pilot of an aeroplane required by the Department of Civil Aviation to be operated with a co-pilot;

C. To exercise the privileges of the instrument rating in an aeroplane category certified by the Department of Civil Aviation for single-pilot operation.

Before exercising the privileges of the instrument rating in a single-pilot operation in aeroplanes certified by the Department of Civil Aviation for multi-crew operations, the holder of the aeroplane multi-crew pilot licence shall have demonstrated an ability to make a flight by reference to instruments in the aeroplane category certified by the Department of Civil Aviation for with single-pilot operation;

D. To operate a commercial air transportation aeroplane certified by the Department of Civil Aviation for single-pilot operation.

Before exercising the privileges in flying a commercial air transportation aeroplane certified by the Department of Civil Aviation for single-pilot operation, the holder of the multi-crew pilot licence shall have:

1) Completed in aeroplanes 70 hours, either as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;

2) Completed 20 hours of cross-country flight time as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and 10 hours as pilot-in-command under supervision, including a cross-country flight totaling not less than 540 km (300 NM) in the course of which full-stop landing at two different aerodromes shall be made.

3.6 The holder of a glider pilot licence has the privileges to act as pilot-in-command of gliders which the holder has operational experience in the launching method used. If passengers are to be carried, the licence holder shall have completed not less than 10 hours of flight time as a pilot of gliders.

3.7 The holder of a free balloon pilot licence has the privileges to act as pilot-in-command of free balloons which the holder has operational experience in hot air or gas balloons as appropriate, but will act as pilot-in-command of commercial balloons only if such privileges are endorsed on the licence.

Article 4. The holder of an air traffic control licence on which the air traffic controller ratings are endorsed has the privileges in accordance with the ratings acquired by the holder as an air traffic controller as follows:

A. Aerodrome control rating: to provide or supervise the provision of aerodrome control service for the aerodrome for which the licence holder is rated;

B. Approach control procedural rating: to provide or to supervise the provision of approach control procedural service for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control procedural service;

C. Approach control surveillance rating: to provide and/or supervise the provision of approach control surveillance service with the use of appropriate ATS surveillance systems for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control surveillance service. The privileges shall include the provision of surveillance radar approaches if the holder has skills (experience) in accordance with the Regulations of the Civil Aviation Board on the qualifications of applicants for personnel;

D. Approach precision radar control rating: to provide and/or supervise the provision of precision approach radar service at the aerodrome for which the licence holder is rated;

E. Area control procedural rating: to provide and/or supervise the provision of area control procedural service within the control area or portion thereof, for which the licence holder is rated;

F. Area control surveillance rating: to provide and/or supervise the provision of area control surveillance service with the use of appropriate ATS surveillance systems, within the control area or portion thereof, for which the licence holder is rated.

The holder of an air traffic control licence shall not exercise the privileges under paragraph one if the holder is unfamiliar with all pertinent and current information and/or discontinue to carry out the operation for a period exceeding 6 consecutive months.

Article 5. The holder of a flight dispatcher has the privileges to serve in that capacity with responsibility for each area as specified in the Regulations of the Civil Aviation Board on aircraft operations in accordance with Annex 6 and amendments thereto to the Convention.

Article 6. The privileges under Article 3, Article 4 and Article 5 shall be exercised only if:

6.1 The licence holder has a Medical Assessment as required in the Regulations of the Civil Aviation Board on the qualifications of applicants for personnel currently applicable. If the Regulations of the Civil Aviation Board on the qualifications of applicants for personnel requires that the holder of a pilot licence shall have a Class 1 Medical Assessment but in fact such holder has only a Class 2 Medical Assessment, that licence holder shall have the privileges only pursuant to Article 3.2;

6.2 The holder of an aeroplane, airship, helicopter and powered-lift pilot licence flying on international routes, and the holder of an air traffic controller shall have proficiency in English used for aeronautical communication appropriate to the function to be performed in accordance with the rules specified by the Director General which shall have standards not lower than those established in Annex 1 (latest edition) to the Convention.

Article 7. The privileges of the holder of a pilot licence under Article 3 shall be exercised only with the aircraft category, class and type as specified in the licence. However, for the purpose of training, testing, or specific purpose non-revenue, non-passenger carrying flights, the holder of a pilot licence has the privileges with the aircraft class and/or type approved in writing by the Competent Official.

The privileges of the holder of a pilot licence under Article 3 shall be exercised only if the licence holder maintains competency and has the recent experience within preceding 90 days on that aircraft, including at least 3 takeoffs and at least 3 landings.

If the holder of the pilot licence fails to have the recent experience under the provision of paragraph two, the licence holder will resume the privileges pursuant to the licence upon flying dual with a flight instructor or flying dual with a licence holder who has the recent experience as specified in paragraph two, including at least 3 takeoffs and at least 3 landings.

Article 8. The holder of a pilot licence shall act as a flight radiotelephone operator to communicate his own information on aircraft operation, application for air traffic control clearance, accident notification and air navigation safety, when such ratings are endorsed on the licence.

Article 9. The holder of a pilot licence shall exercise the privileges of the instrument rating only if such rating is endorsed on the licence. It shall be deemed that the aeroplane airline transport pilot licence includes the instrument rating.

The privileges under paragraph one shall be exercised only if the licence holder maintain competency and has the recent experience with actual flights, stimulated flights, flight simulation training device approved by the Department of Civil Aviation under instrument flight rules not less than 3 hours, including at least 3 instrument approaches.

If the holder of the pilot licence fails to have the recent experience under the provision of paragraph two, the licence holder will resume the privileges pursuant to the licence upon flying dual with a flight instructor in accordance with the rules specified in paragraph two.

Article 10. The holder of a pilot licence shall exercise the privileges pursuant to the licence at night only if the holder have received dual instruction with a flight instructor at least 3 takeoffs and 3 landings, and at least 5 hours of night flights, including the recent experience within preceding 90 days on at least 3 night takeoffs and at least 3 night landings. The provisions of Article 7, paragraph three shall apply *mutatis mutandis*.

Article 11. The holder of a pilot licence holding a flight instructor rating shall have the privileges of the aircraft category and rating for which the holder has the privileges as pilot-in-command as follows:

11.1 To supervise solo flights by students pilots;

11.2 To carry out flight instruction for the issue of a private pilot licence, a commercial pilot licence, an instrument rating or a flight instructor rating;

11.3 To demonstrate flight operations to a person who does not have a pilot licence for the purposes of education, sports and recreation without aiming at flight training.

Article 12. The holder of a pilot licence certified by the Competent Official as an instructor for a specific type aircraft shall have the privileges to act as an instructor only for the other holder of a pilot licence who wishes to receive the rating of that specific type aircraft.

Article 13. The holder of a pilot licence who has attained his 65th birthday shall not have the privileges to act as pilot-in-command or co-pilot of a scheduled and non-scheduled transport aircraft with remuneration or rental.

Article 14. Subject to Article 13, the holder of a pilot licence who has attained his 60th birthday shall not have the privileges to act as a pilot-in-command of a scheduled and non-scheduled transport aircraft with a co-pilot over the age of 60 or limited in flight operations.

Article 15. The licence issued before the date this Regulations comes into force shall be deemed that such licence includes the rating of an air traffic controller under Article 8, but the licence holder shall submit the licence for endorsement of the rating in the next renewal of the licence.

Article 16.¹ This Regulations shall come into force on the date following the date of its publication in the Government Gazette.

Notified on this 5th day of November B.E. 2550

Admiral Theera Haocharoen

Minister of Transport

Chairman of Civil Aviation Board

¹ Government Gazette, Volume 125, Special Part 10 ng, p.36, 16 January B.E. 2551.