



## Cover Regulation to TCAR PEL Part-66

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Approved By

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THAILAND CIVIL AVIATION REGULATION (TCAR)

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## FOREWORD

Having regard to section 15/7 section 15/8 of Air Navigation Act, 14th Amendment B.E.2562, whereas the Civil Aviation Authority of Thailand (CAAT) shall have the duties and responsibilities for regulating and oversight on the Safety, Security and Facilitation of civil aviation in Thailand. In regulating and oversight civil aviation to promote sustainable development on civil aviation industry, The CAAT shall also proceed to comply with the Convention on International Civil Aviation, ICAO Annexes and International Standards.

Having regard to the Air Navigation Act and to the essential requirements for continuing airworthiness of aircraft laid down in this regulation, the CAAT issued detailed requirements contained in this “TCAR PEL Part-66” regulation as well as in TCAR 66-Parts.

By the virtue of section 15/10 of Air Navigation Act, 14th Amendment B.E.2562, which contain provisions relating to the power of the Director General of Civil Aviation of Thailand to lay down necessary measures or actions for the oversight of civil aviation and the safety standard of the Civil Aviation Authority of Thailand, and section 44 of Air Navigation Act B.E. 2497 as amended prescribes that an applicant for a Personnel licence shall have the following qualifications: (3) Being of an age, good health, knowledge and skills as prescribed in regulations. In this regard, age, good health, knowledge and skills of applicant for a Personnel licence shall be in accordance with the regulation of the Civil Aviation Authority of Thailand No. 25 on the Qualifications and Privileges of Applicants for Aircraft Maintenance Engineers Licence.

By the virtue of Article 14 of the Regulation of the Civil Aviation Authority of Thailand No. 25 on the Qualifications and Privileges of Applicants for Aircraft Maintenance Engineers Licence, the Director General of Civil Aviation of Thailand, hereby issued detail requirements contained in this “TCAR PEL Aircraft Maintenance Engineer Licence (TCAR PEL Part - 66) regulation” as well as in TCAR PEL Parts.

## SECTION I – INTRODUCTION AND PRINCIPLES

### Article 1 – Introduction

In this publication the word ‘must’ or ‘shall’ is used to indicate where the Director General requires the Organisation, owner, holder of a licence or operator to respond to and comply with, or adhere closely to, the defined requirement.

If the Organisation’s/owner’s/operator’s/ holder of a licence, certificate or authorisation response is deemed to be inadequate by the Director General, a specific requirement or restriction may be applied as a condition of the appropriate instrument to be issued under Thailand Civil Aviation Regulations.

### Article 2 – Definitions

For the purpose of this Regulation, the following definitions apply:

- (1) ‘Acceptable means of compliance (AMC)’ means non-binding standards adopted by the CAAT to illustrate means to establish compliance with the requirements of the regulations;
- (2) ‘Alternative means of compliance (AMoC)’ means those means that propose an alternative to an existing AMC or those that propose new means to establish compliance with the requirements of the regulations for which no associated AMC have been adopted by the CAAT;
- (3) ‘aircraft’ means any machine that can derive support in the atmosphere from the reactions of the air other than reactions of the air against the earth’s surface;
- (4) ‘certifying staff’ means personnel responsible for the release of an aircraft or a component after maintenance;
- (5) ‘component’ means any engine, propeller, part or appliance;
- (6) ‘continuing airworthiness’ means all of the processes ensuring that, at any time in its operating life, the aircraft complies with the airworthiness requirements in force and is in a condition for safe operation;
- (7) ‘commercial air transport (CAT) operation’ means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration;
- (8) ‘maintenance’ means any one or combination of the following activities: overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of pre-flight inspection;
- (9) ‘organisation’ means a natural person, a legal person or part of a legal person;
- (10) ‘pre-flight inspection’ means the inspection carried out before flight to ensure that the aircraft is fit for the intended flight;
- (11) ‘LA1 aircraft’ means the following manned European light aircraft:
  - (i) an aeroplane with a maximum take-off mass (MTOM) of 1,200 kg or less that is not classified as complex motor-powered aircraft;
  - (ii) a glider or powered glider of 1,200 kg MTOM or less;
  - (iii) a balloon with a maximum design lifting gas or hot air volume of not more than 3,400 m<sup>3</sup> for hot air balloons, 1,050 m<sup>3</sup> for gas balloons, 300 m<sup>3</sup> for tethered gas balloons;
  - (iv) an airship designed for not more than four occupants and a maximum design lifting gas or hot air volume of not more than 3,400 m<sup>3</sup> for hot air airships and 1,000 m<sup>3</sup> for gas airships;

- (12) 'LA2 aircraft' means the following manned European Light Aircraft:
- (i) an aeroplane with a Maximum Take-off Mass (MTOM) of 2,000 kg or less that is not classified as complex motor-powered aircraft;
  - (ii) a glider or powered glider of 2,000 kg MTOM or less;
  - (iii) a balloon;
  - (iv) a hot air ship;
  - (v) a gas airship complying with all of the following characteristics:
    - 3 % maximum static heaviness,
    - non-vectored thrust (except reverse thrust),
    - conventional and simple design of structure, control system and ballonnet system, and
    - non-power assisted controls;
  - (vi) a Very Light Rotorcraft;
- (13) 'LSA aircraft' means a light sport aeroplane which has all of the following characteristics:
- (i) a Maximum Take-off Mass (MTOM) of not more than 600 kg;
  - (ii) a maximum stalling speed in the landing configuration (VS0) of not more than 45 knots Calibrated Airspeed (CAS) at the aircraft's maximum certificated take-off mass and most critical centre of gravity;
  - (iii) a maximum seating capacity of no more than two persons, including the pilot;
  - (iv) a single, non-turbine engine fitted with a propeller;
  - (v) a non-pressurised cabin;
- (14) 'critical maintenance task' means a maintenance task that involves the assembly or any disturbance of a system or any part on an aircraft, engine or propeller that, if an error occurred during its performance, could directly endanger the flight safety;
- (15) 'commercial specialised operations' means those operations subject to the requirements of Part-ORO, Subpart-SPO;
- (16) 'Complex Motor-Powered Aircraft' (CMPA) shall mean:
- (i) an aeroplane:
    - with a maximum certificated take-off mass exceeding 5,700 kg, or
    - certificated for a maximum passenger seating configuration of more than nineteen, or
    - certificated for operation with a minimum crew of at least two pilots, or
    - equipped with (a) turbojet engine(s) or more than one turboprop engine, or
  - (ii) a helicopter certificated:
    - for a maximum take-off mass exceeding 3,175 kg, or
    - for a maximum passenger seating configuration of more than nine, or
    - for operation with a minimum crew of at least two pilots, or
  - (iii) a tilt rotor aircraft;
- (17) 'limited operations' means the operations of other-than-complex motor-powered aircraft for:

- (i) cost-shared flights by private individuals, on the condition that the direct cost is shared by all the occupants of the aircraft, pilot included and the number of persons sharing the direct costs is limited to six;
- (ii) competition flights or flying displays, on the condition that the remuneration or any valuable consideration given for such flights is limited to recovery of direct costs and a proportionate contribution to annual costs, as well as prizes of no more than a value specified by the CAAT;

### **Article 3 – Objective**

- (1) The principal objective of TCARs regulations is to establish and maintain a high uniform level of civil aviation safety in the Kingdom of Thailand.
- (2) TCARs Regulations further aims to:
  - (a) contribute to the Thailand aviation safety policy and to the improvement of the overall performance of the civil aviation sector;
  - (b) facilitate the mutual recognition of goods, persons, services and capital, providing a level playing field for all actors in the ASEAN market, and improve the competitiveness of the Thai aviation industry;
  - (c) promote cost-efficiency, avoiding duplication, and promoting effectiveness in regulatory, certification and oversight processes;
  - (d) promote, worldwide, the views of the Kingdom of Thailand regarding civil aviation standards and civil aviation regulations;
  - (e) support passenger confidence in a safe civil aviation.

### **Article 4 – Subject matter and scope**

- 1. This Regulation lays down detailed rules for:
  - (a) the conditions for issuing, suspending and revoking
  - (b) aircraft maintenance licences, associated ratings, and the privileges and responsibilities of those holding them;
  - (c) the conditions for validating revalidating, renewing and using such licences, ratings, endorsements and certificates.
- 2. This Regulation shall apply to aircraft maintenance engineer; and persons and organisations involved in the licensing, training, testing, checking and assessment of applicants according to this Regulation

## SECTION II – Requirement

### Article 5 – Certifying Staff and/or Holder of Aircraft Maintenance Licence (AML)

- (1) Certifying staff and/or Holder of Aircraft Maintenance Licence (AML), in accordance with the provisions of the Regulation of CAAT No. 25 and Part-145, shall be qualified in accordance with the provisions of Part-66.
- (2) Any aircraft maintenance licence shall be deemed to have been issued in accordance with this Regulation. Certifying staff holding a licence issued in accordance with Part-66 in a given category/sub-category are deemed to have the privileges described in Part-66 corresponding to such a category/sub-category. The basic knowledge requirements corresponding to these new privileges shall be deemed as met for the purpose of extending such licence to a new category/sub-category.
- (3) Certifying staff holding a licence including aircraft which do not require an individual type rating may continue to exercise his/her privileges until the first renewal or change, where the licence shall be converted following the procedure to the ratings defined in Part-66.

### Article 6 – CAAT measures

- (1) CAAT shall develop acceptable means of compliance (hereinafter called 'AMC') that organisations and personnel may use to demonstrate compliance with the provisions of the TCAR
- (2) The AMC issued by the CAAT shall neither introduce new requirements nor alleviate the requirements of the TCAR.
- (3) When the acceptable means of compliance issued by the CAAT are used, the related requirements of the TCAR shall be considered as met without further demonstration.

This Regulation shall be binding in its entirety and directly applicable in Thailand.

## SECTION III – Provisions for the transition

### Article 7 – Entry into force and application

- (1) This TCAR PEL Part 66 shall enter into force on the day following their publication by the Government Gazette.
- (2) This TCAR PEL Part 66 shall be fully applicable and binding in their entirety from 3 December 2026. Beyond this date, Aircraft maintenance licence as well as corresponding training organization and personnel in charge of training or assessing shall comply with the detailed requirements contained in this TCAR PEL Part-66 and shall have obtained, from the CAAT, the appropriate certificate, approval or authorisation issued in accordance with this TCAR PEL Part-66.
- (3) During the transition starting on the date in (1) and ending at the date in (2), to continue exercising the privileges of their licence, ratings or certificates, Aircraft maintenance licence, as well as corresponding training organisations, and personnel in charge of training and checking shall comply with the provisions contained in this Section.

### Article 8 – Equivalence of regulations

- (1) During the transition period, when compliance with the detailed requirements contained in this TCAR PEL Part-66 has been demonstrated to the CAAT, as appropriate,
  - (a) for a personnel licence, rating or certificate;
  - (b) for a training programme or course Aircraft maintenance licence, as well as corresponding assessors; and
  - (c) for training organisations conducting basic practical assessments for aircraft maintenance licenses and corresponding practical assessors.

It shall be considered by the CAAT that compliance with corresponding requirements in regulations in force before the entry into force of this TCAR PEL Part-66, is also achieved.

### Article 9 – Transition of Aircraft Maintenance Licence

- (1) To continue exercising their privileges as Aircraft Maintenance licence beyond 3 December 2026, holders of Thai national licences shall have their licence converted into a TCAR PEL Part-66.
- (2) Existing Thai national licences, certificates, authorisations and/or qualifications issued by the CAAT before the entry into force of this TCAR PEL Part 66 shall only be converted into TCAR PEL Part-66 by the CAAT when the applicant has been found in compliance with the conditions for the conversion requirement set out by CAAT.
- (3) From the effective date of the Regulation of CAAT No. 25 (3 December 2023), the CAAT shall only issue aircraft maintenance licence in compliance with the Regulation of CAAT No. 25 or TCAR PEL Part-66.

### Article 10 - Transition for Theoretical knowledge examination and Validity

- (1) Applicants who passed some subjects of the computer-based theoretical knowledge examination (E-Exam) before 3 December 2023 must pass all subjects within 10 years prior to the application for an aircraft maintenance licence.

## **Article 11 Transition for Basic Skill Test or Assessment of Competence**

- (1) An applicant who has graduated from an approved MTO training program and has authorisation from the CAAT to conduct skill tests, along with experience in accordance with the current regulations prior to the TCAR PEL part- 66, will receive credit for the B3 practical assessment results.
- (2) An applicant who has begun their AML training before the implementation of the TCAR PEL part - 66 shall pass a basic practical assessment program that aligns with the training they have completed and is approved by the CAAT in place of the skill test.
- (3) A MTO authorized to conduct AML skill tests must revalidate the skill test activities to ensure compliance with practical assessment requirements according to TCAR PEL Part 66, and obtain authorization according to the AML Part 66 License Category.

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