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The Civil Aviation Authority of Thailand

Cover Regulation to TCAR PEL Part - ORA

Issue 01

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Approved By

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Suttipong Kongpool

Director General

The Civil Aviation Authority of Thailand

THAILAND CIVIL AVIATION REGULATION (TCAR)

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RECORD OF REVISIONS

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TABLE OF CONTENT

RECORD OF REVISIONS	3
LIST OF EFFECTIVE PAGES	5
TABLE OF CONTENT	7
FOREWORD	9
SECTION I – INTRODUCTION AND PRINCIPLES.....	10
Article 1 – Introduction.....	10
Article 2 – Definitions	10
Article 3 – Objectives	13
Article 4 – Subject matter and Scope	13
SECTION II – TRAINING ORGANISATIONS.....	14
Article 5 – Approved Training organisations for Pilots	14
SECTION III – FSTDS	15
Article 6 – Flight Simulation Training Devices (FSTDs).....	15
SECTION VI – APPLICABILITY AND TRANSITION.....	16
Article 7 – Entry into force and application	16
Article 8 – Equivalence of regulations	16
Article 9 – Application to obtain an ATO certificate during the transition	17
Article 10 – Change management and transition plan	17
Article 11 – Management System.....	18
Article 12– Training by individual instructors	18
Article 13 – Transition of existing ATOs	18
Article 14 – Transition of courses to obtain a licence or rating	20
Article 15 – Transition of Class rating courses delivered by AOC holders	20
Article 16 – Transition for the Type rating courses delivered by AOC holders	21
Article 17 – Transition of Organisations operating FSTDs	21
Article 18 – Transition of FSTDs	22
Article 19 – Credit for pilots training commenced prior to the application of this Regulation	23
ANNEX 01 MANNED AIRCRAFT TO WHICH THIS REGULATION DOES NOT APPLY	24
ANNEX 02 ESSENTIAL REQUIREMENTS FOR AIRCREW	26
1. TRAINING ORGANISATIONS	26

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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 air operations laid down in annex 02 to this regulation, the CAAT issued detailed requirements contained in this “TCAR PEL Part ORA” regulation as well as in TCAR PEL Parts.

By the virtue of section 50/13 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 issue requirements under this Act. Furthermore, the act specified that the provisions relating to the procedures for issuance qualifications and characteristics of the applicant, period, renewal, suspension and revocation of Aviation Training Organisation Certificate shall be prescribed in regulations, The Director General of Civil Aviation of Thailand, hereby issued detail regulations concerning the the approval of Aviation Training Organisations involved in these tasks as detailed in TCAR PEL Part ORA.

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 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 purposes 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 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 Regulation for which no associated AMC have been adopted by the Agency;
- (3) ‘Aeroplane’ means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under certain conditions of flight;
- (4) ‘Aerodrome’ means a defined area, on land or on water, on a fixed, fixed offshore or floating structure, including any buildings, installations and equipment thereon, intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;
- (5) ‘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;
- (6) ‘Aircraft operator’ means any legal or natural person operating or proposing to operate one or more aircraft;
- (7) ‘Approved training organisation (ATO)’ means an organisation which is entitled to provide training to pilots and other personnel as FOO/FD or Cabin crew members on the basis of an approval issued by the CAAT;
- (8) ‘Basic instrument training device (BITD)’ means a ground-based training device for the training of pilots representing the student pilot’s station of a class of aeroplanes, which may use screen-based instrument panels and spring-loaded flight controls, and providing a training platform for at least the procedural aspects of instrument flight;
- (9) ‘Certificate’ means any certificate, approval, licence, authorisation, attestation or other document issued as the result of a certification attesting compliance with the applicable requirements;
- (10) ‘Certification’ means any form of recognition in accordance with this Regulation, based on an appropriate assessment, that a legal or natural person, product, part, non-installed equipment, equipment to control unmanned aircraft remotely, aerodrome, safety-related aerodrome equipment, ATM/ANS system, ATM/ANS constituent or flight simulation training device complies with the applicable requirements of this Regulation and of the delegated and implementing acts adopted on the basis thereof, through the issuance of a certificate attesting such compliance;
- (11) ‘Certification specifications (CS)’ mean technical standards adopted or accepted by the CAAT indicating means to be used by an organisation for the purpose of certification;

- (12) 'Chicago Convention' means the Convention on International Civil Aviation and the Annexes thereto, signed in Chicago on 7 December 1944;
- (13) 'Commercial air transport' means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration;
- (14) 'Complex motor-powered aircraft' 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;
- (15) 'Credit' means the recognition of prior experience or qualifications;
- (16) 'Credit report' means a report on the basis of which prior experience or qualifications may be recognised;
- (17) 'Conversion report' means a report on the basis of which a licence may be converted into a TCAR PEL Part-FCL licence;
- (18) 'Declaration' means any written statement made in accordance with TCAR OPS Air Operations regulation, TCAR OPS Parts, Cover Regulation to TCAR PEL PART ORA or TCAR PEL Parts under the sole responsibility of a legal or natural person subject to this Regulation and which confirms that the applicable requirements of this Regulation relating to a legal or natural person, product, part, non-installed equipment, equipment to control unmanned aircraft remotely, ATM/ANS constituent or flight simulation training device are complied with;
- (19) 'Declared Training Organisation (DTO)' means an organisation which is entitled to provide training to pilots on the basis of a declaration made in accordance with Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts and approved by the CAAT on the basis of this declaration;
- (20) 'DTO training programme' means a document established by a DTO, describing in detail the training course provided by that DTO;
- (21) 'Flight simulation training device (FSTD)' means any type of device in which flight conditions are simulated on the ground, including flight simulators, flight training devices, flight and navigation procedures trainers and basic instrument training devices;
- (22) FSTD categories are:
- (i) in the case of aeroplanes, a full flight simulator (FFS), a flight training device (FTD), a flight and navigation procedures trainer (FNPT) or a basic instrument training device (BITD);
 - (ii) in the case of helicopters, a full flight simulator (FFS), a flight training device (FTD) or a flight and navigation procedures trainer (FNPT).

- (23) 'FSTD qualification' means the level of technical ability of an FSTD as specified in the certification specifications relating to the FSTD in question;
- (24) 'International standards and recommended practices' means the international standards and recommended practices adopted by ICAO in accordance with article 37 of the Chicago Convention;
- (25) 'Light aircraft pilot licence (LAPL)' means the leisure pilot licence referred to in TCAR PEL Part FCL;
- (26) 'Principal place of business' of an organisation means the head office or registered office of the organisation within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised;
- (27) 'Product' means an aircraft, an engine or a propeller;
- (28) 'Qualification test guide (QTG)' means a document established to demonstrate that the performance and handling qualities of an FSTD represent those of the aircraft, class of aeroplane or type of helicopter, simulated within prescribed limits and that all applicable requirements have been met. The QTG includes both the data of the aircraft, class of aeroplane or type of helicopter and FSTD data used to support the validation;
- (29) 'Safety-related aerodrome equipment' means any instrument, equipment, mechanism, apparatus, appurtenance, software or accessory that is used or intended to be used to contribute to the safe operation of aircraft at an aerodrome;
- (30) 'TCAR PEL Part FCL licence' means a flight crew licence which complies with the requirements of TCAR PEL Part FCL.
- (31) "Cover Regulation" means this regulation serving as the Cover Regulation for TCAR PEL, Part ORA,

Article 3 – Objectives

- (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) facilitate the movement of goods, services and personnel worldwide, by promoting the mutual acceptance of certificates and other relevant documents;
 - (d) promote cost-efficiency, avoiding duplication, and promoting effectiveness in regulatory, certification and oversight processes;
 - (e) promote, worldwide, the views of the Kingdom of Thailand regarding civil aviation standards and civil aviation regulations;
 - (f) support passenger confidence in a safe civil aviation.

Article 4 – Subject matter and Scope

- (1) This TCAR PEL ORA regulation as well TCAR PEL Parts lay down:
 - (a) the requirements for issuing, maintaining, amending, limiting, suspending or revoking certificates of approved training organisations for pilots, as well as for certificates or authorisations of personnel involved in the training and checking of pilots;
 - (b) the requirements for the certification of flight simulation training devices and for organisations that operate and use those devices;
 - (c) the requirements for issuing, maintaining, amending, limiting, suspending or revoking FSTD qualification certificates and FSTD operators certificates;
 - (d) the requirements for the recognition of trainings, commenced before the full applicability of this TCAR PEL Training organisations (TCAR PEL Part ORA) regulation and TCAR PEL Parts, for the purposes of obtaining or converting pilot's licences;
 - (e) the requirements for the recognition of training completed before the limit date specified in the transition provisions;
- (2) The requirements (1) are applicable to operations of aircraft, which are registered in Thailand; or
- (3) This TCAR PEL Part ORA regulation does not apply to pilots of aircraft mentioned in Annex 01.

SECTION II – TRAINING ORGANISATIONS

Article 5 – Approved Training organisations for Pilots

- (1) An organisation may only deliver training to pilots in accordance with TCAR PEL Part FCL for licensing, or for ratings and certificates if it holds an approval certificate issued by the CAAT in accordance with TCAR PEL Part ORA.
- (2) An organisation shall only be issued an approval as referred to in (1) for delivering training to pilots in accordance with TCAR PEL Part FCL for licensing, or for ratings and certificates when it was found compliant:
 - (a) with the applicable detailed requirements contained in this Cover Regulation to TCAR PEL PART ORA, in TCAR PEL Part ORA for organisation and in TCAR PEL Part FCL for licensing
 - (b) with the applicable detailed requirements contained in this TCAR OPS Air operations regulation and in TCAR OPS Part NCC or NCO, as applicable, for aircraft operations when aircraft are to be operated by the ATO.
- (3) The privileges granted to the pilots training organisations by the approval certificate referred to in (1) and (2) of this article shall be specified in such certificate or in a document referred to in such certificate.
- (4) The approval certificate referred to in (1), (2) and (3) of this article shall only be issued by the CAAT.
- (5) An approval certificate as referred to in (1), (2) and (3) of this article may be limited, suspended or revoked when the holder does not comply with the appropriate detailed requirements contained in this Cover Regulation to TCAR PEL PART ORA, in TCAR PEL Part ORA or in TCAR PEL Part FCL.
- (6) An AOC holder may deliver training to its pilot in accordance with TCAR OPS Part ORO as approved by the CAAT in accordance with TCAR OPS Air operations regulation and TCAR OPS Parts, as well as the following training detailed in TCAR PEL Part FCL:
 - (a) Training to variants;
 - (b) Training on a class or type for change of way to operate the aircraft from Single-Pilot to Multi-Pilot or Multi-Pilot to Single-Pilot operations;
 - (c) Take-off and landing training in a real aircraft as required for a class or type rating.

SECTION III – FSTDs

Article 6 – Flight Simulation Training Devices (FSTDs)

- (1) A flight simulation training device may only be used for the training of pilots if it holds a qualification certificate issued in accordance with this cover regulation and TCAR PEL Part ORA, except for situations in which, taking into account the nature and risk of the activity concerned, such certificate is not required.
- (2) A flight simulation training device shall only be issued a qualification certificate, when it was found compliant with the detailed requirements contained in this cover regulation to TCAR PEL Part ORA and in TCAR PEL Part ORA.
- (3) The functionalities of the device shall be specified in the qualification certificate referred to in (1) and (2) of this article or in a document referred to in such certificate.
- (4) The qualification certificate referred to in (1) and (2) of this article shall only be issued by the CAAT;
- (5) A qualification certificate as referred to in (1) and (2) of this article may be limited, suspended or revoked by the CAAT when the device does not comply with the appropriate detailed requirements contained in this this cover regulation to TCAR PEL Part ORA and in TCAR PEL Part ORA.

SECTION VI – APPLICABILITY AND TRANSITION

Article 7 – Entry into force and application

- (1) This Cover Regulation to TCAR PEL PART ORA as well as TCAR PEL Part ORA shall enter into force on the day following their publication by the CAAT.
- (2) TCAR PEL Part ORA shall be fully applicable by 31 January 2027. Beyond this date, training organisations, and personnel in charge of training and checking operators shall comply with the detailed requirements contained in this TCAR PEL Part ORA regulation and TCAR PEL Parts and shall have obtained, from the CAAT, the appropriate, certificate, approval or authorisation issued in accordance with this TCAR PEL Part ORA as well as TCAR PEL Parts as applicable.
- (3) During the transition starting on the date in (1) and ending at the date in (2), to continue exercising the privileges of their certificates, training organisations, and personnel in charge of training and checking shall comply with the provisions contained in this Section VI.

Article 8 – Equivalence of regulations

During the transition period, when compliance with the detailed requirements contained in this TCAR PEL Part ORA regulation and in TCAR PEL Parts has been demonstrated to the CAAT:

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 ORA regulation, and TCAR PEL Parts is also achieved.

Article 9 – Application to obtain an ATO certificate during the transition

- (1) Applicants for an ATO certificate who already applied before the entry into force of this Cover Regulation to TCAR PEL PART ORA and applicable TCAR PEL Parts and have not been approved by CAAT shall submit their documentation and shall demonstrate compliance with this Cover Regulation to TCAR PEL PART ORA regulation and applicable TCAR PEL Parts to obtain an ATO certificate.
- (2) Applicants for an ATO certificate applying after the entry into force of this Cover Regulation to TCAR PEL PART ORA and applicable TCAR PEL Parts shall demonstrate compliance with this Cover Regulation to TCAR PEL PART ORA regulation and applicable TCAR PEL Parts to obtain an ATO certificate.

Article 10 – Change management and transition plan

- (1) Holders of ATO certificates issued in accordance with the regulations in force before the entry into force of this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts shall implement a change management process before implementing the organisational, procedural and documentation changes planned to comply with this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts.
- (2) Holders of ATO certificates referred to in (1) shall plan for the transition to TCAR PEL considering the dates not to exceed in article 13, 14, 15 and 16 as applicable.
- (3) Holders of ATO certificates referred to in (1) shall provide to the CAAT, not later than 30 June 2025 , their detailed TCAR PEL transition plan including the date at which full compliance with this Cover Regulation to TCAR PEL PART ORA , applicable TCAR PEL and TCAR OPS Parts is planned to be achieved.

Article 11 – Management System

ATOs approved before the entry into force of this Cover Regulation to TCAR PEL PART ORA, and TCAR PEL Parts shall comply with the following requirements during the transition period:

- (a) Personnel involved in compliance monitoring shall have received a training to TCAR PEL provisions, accepted or delivered by the CAAT, before submission of any TCAR PEL compliance data or 30 June 2025, whichever occurs first;
- (b) The compliance monitoring programme of the 12 months preceding the planned compliance date shall be implemented using the detailed requirements contained in this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts and shall cover all regulated activities of the ATO;
- (c) Documents submitted to the CAAT to demonstrate compliance to this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts, in particular, the manuals and programmes, shall be supported by a statement from the compliance manager that the documents submitted were verified and found in compliance with the detailed requirements contained in this Cover Regulation to TCAR PEL PART ORA regulation and TCAR PEL Parts. This shall be performed using the appropriate compliance matrix.

Article 12– Training by individual instructors

- (1) Theoretical knowledge and flying training delivered by individual instructors and commenced before the entry into force of this Cover Regulation to TCAR PEL PART ORA, and TCAR PEL Parts may continue to be delivered in accordance with the regulations in force before the entry into force of this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts if the following conditions are complied with:
 - (a) The level of the training does not exceed the private pilot licence, single engine piston class rating and single-pilot operations or Free Balloon Pilot License.
 - (b) The instructor is qualified in accordance with the regulations in force before the entry into force of this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts.
 - (c) The training, checking and license issuance are completed before the 22 December 2026.
- (2) When the applicant has completed such a course:
 - (a) If the skill test was performed according to the regulations in force before the entry into force of this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts, the applicant shall comply with the conditions for conversion to obtain the corresponding FCL Licence, including a proficiency check in accordance with TCAR PEL Part FCL.
 - (b) If the skill test was performed according to TCAR PEL Part FCL the applicant shall comply with the conditions for conversion to obtain the corresponding FCL Licence. However, the skill test passed for the licence issuance shall be considered as valid to comply with the proficiency check requirement included in the conditions for the conversion.
 - (c) This shall be completed to allow the, TCAR PEL FCL Licence, rating or certificate to be issued.
- (3) Notwithstanding (1) and (2) of this article, the use of individual instructors in accordance TCAR PEL Part FCL Appendix 9 Paragraph A.17 may continue.

Article 13 – Transition of existing ATOs

- (1) To continue exercising their privileges as an ATO for flight crew as defined in Air Navigation Act, holders of ATO certificates issued by the CAAT in accordance with the regulations in force before the entry into force of this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts shall:
 - (a) comply with the provisions contained in article 10 of this regulation;

- (b) comply with the provisions contained in article 11 of this regulation;
 - (c) have the Head of training (HT), trained to TCAR OPS Parts and TCAR PEL Parts, before 30 June 2025, as appropriate to the training to be delivered by the ATO;
 - (d) have the Chief Flight Instructor (CFI) Chief Theoretical Knowledge Instructor (CTKI), as applicable to the ATO, trained to TCAR OPS Parts and TCAR PEL Parts, 30 June 2025, as appropriate to the training to be delivered by the ATO.
- (2) To continue exercising their privileges as an ATO for flight crew using real aircraft, as defined in Air Navigation Act, holders of ATO certificates issued by the CAAT in accordance with the regulations in force before the entry into force of this COVER REGULATION TO TCAR PEL PART ORA regulation and TCAR PEL Parts shall also comply with the provisions for the transition contained in TCAR OPS Air operations regulation for training organisations.
- (3) To continue exercising their privileges as an ATO for flight crew as defined in Air Navigation Act, holders of ATO certificates issued by the CAAT in accordance with the regulations in force before the entry into force of this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts shall have obtained approval from the CAAT of their Operations Manual Part A, B and C in accordance with TCAR PEL Part ORA not later than 30 October 2025.
- (4) To continue exercising their privileges as an ATO for flight crew as defined in Air Navigation Act, holders of ATO certificates issued by the CAAT in accordance with the regulations in force before the entry into force of this COVER REGULATION TO TCAR PEL PART ORA regulation and TCAR PEL Parts shall demonstrate to the CAAT that their facilities, organisation and Management system are compliant with TCAR PEL Part ORA (except ORA.GEN.200 (a) (3)) not later than 30 March 2026.
- (5) To continue exercising their privileges as an ATO for flight crew as defined in Air Navigation Act, to deliver theoretical training for flight crew, holders of ATO certificates, issued by the CAAT in accordance with the regulations in force before the entry into force of this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts, shall :
- (a) have obtained the approval of their theoretical training programmes from the CAAT and have obtained the acceptance of the corresponding training material from the CAAT not later than 30 March 2026;
 - (b) have obtained the approval of their theoretical knowledge instructors (TKI) standardisation programme, as an extract of the Operations manual Part D, from the CAAT not later than 30 March 2026;
 - (c) have standardised their theoretical knowledge instructors (TKI) in accordance with the programme referred to in (b) of this article not later than 31 December 2026.
- (6) To continue exercising their privileges as an ATO for flight crew as defined in Air Navigation Act, to deliver flying training, for flight crew as well as for corresponding ratings or certificates, holders of ATO certificates, issued by the CAAT in accordance with the regulations in force before the entry into force of this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts, shall:
- (a) have obtained the approval of their Training manual including full training programmes from the CAAT not later than 31 July 2026;
 - (b) have obtained the approval of their Operations Manual Part D from the CAAT not later than 31 July 2026;

- (a) have standardised their instructors involved in flying training in accordance with the programme referred to in (8) (a) of this article not later than 31 December 2026.
- (7) The training manuals and programmes referred to in (5) and (6) of this article shall be approved or accepted only after the content has been found compliant with the detailed requirements contained in this Cover Regulation to TCAR PEL PART ORA and in TCAR PEL Part ORA and Part FCL.
- (8) The operations manual referred to in (3), (5) and (6) of this article shall be approved or accepted only after the content has been found compliant with the detailed requirements contained in TCAR OPS Air operations regulation, TCAR OPS Part NCC or Part NCO as applicable.
- (9) To continue exercising their privileges of an ATO for flight crews, beyond the 31 December 2026 organisations shall have demonstrated compliance with this TCAR PEL Part ORA cover regulation as well as applicable TCAR PEL and TCAR OPS Parts and shall have obtained from the CAAT an ATO certificate issued in accordance with to TCAR PEL Part ORA.

Article 14 – Transition of courses to obtain a licence or rating

Unless stated otherwise in article 15 and 16 of this cover regulation, All trainings commenced after 22 December 2026 shall be delivered:

- (a) by ATOs certified in accordance with TCAR PEL Part ORA and
- (b) in accordance with training programmes compliant with TCAR PEL Part FCL

Article 15 – Transition of Class rating courses delivered by AOC holders

- (1) All Class rating training commenced after 30 June 2026 shall be delivered:
 - (a) by ATOs certified in accordance with TCAR PEL Part ORA and
 - (b) in accordance with training programmes compliant with TCAR PEL Part FCL.
 - (c) shall only be delivered if the applicant meets the prerequisites to enter the corresponding class rating,
- (2) All Class rating training commenced in an AOC before 30 June 2026:
 - (a) May continue to be delivered by AOC holders to their own employees, in accordance with the procedures approved in accordance with the regulations in force before the entry into force of this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts;
 - (b) May be delivered in accordance with training programmes approved in accordance with the regulations in force before the entry into force of this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts;
 - (c) Such training, checking and rating endorsement shall be completed before 22 December 2026.
 - (d) When the applicant has completed such a course:
 - If the skill test was performed according to the regulations in force before the entry into force of this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts, the applicant shall comply with the conditions for conversion to obtain the corresponding class rating, including a proficiency check in accordance with TCAR PEL Part FCL.
 - If the skill test was performed according to TCAR PEL Part FCL the applicant shall comply with the conditions for conversion to obtain the corresponding FCL Licence. However, the skill test passed for the rating issuance shall be considered as valid to comply with the proficiency check requirement included in the conditions for the conversion.
 - This shall be completed to allow the rating to be endorsed on a TCAR PEL FCL Licence.

- (3) The AOCs holders who may decide to create their ATOs to continue delivering Type rating training beyond 30 June 2026 obtain an ATO certificate issued in accordance with TCAR PEL Part ORA and CAAT procedures

Article 16 – Transition for the Type rating courses delivered by AOC holders

- (1) All TR course commenced after 30 June 2026:
- (a) shall be delivered by ATOs certified in accordance with TCAR PEL Part ORA and
 - (b) shall be delivered in accordance with training programmes compliant with TCAR PEL Part FCL
 - (c) shall only be delivered if the applicant meets the prerequisites to enter a first type rating or the prerequisite for an additional Type rating when the applicant already holds a type rating,
- (2) All TR course commenced in an AOC before 30 June 2026:
- (a) May continue to be delivered by AOC holders to their own employees, in accordance with the procedures approved in accordance with the regulations in force before the entry into force of this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts;
 - (b) May be delivered in accordance with training programmes approved in accordance with the regulations in force before the entry into force of this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts;
 - (c) Such training, checking and rating endorsement shall be completed before 31 January 2027
 - (d) When the applicant has completed such a course:
 - If the skill test was performed according to the regulations in force before the entry into force of this Cover Regulation to TCAR PEL PART ORA and TCAR PEL Parts, the applicant shall comply with the conditions for conversion to obtain the corresponding rating, including a proficiency check in accordance with TCAR PEL Part FCL.
 - If the skill test was performed according to TCAR PEL Part FCL the applicant shall comply with the conditions for conversion to obtain the corresponding FCL Licence. However, the skill test passed for the rating issuance shall be considered as valid to comply with the proficiency check requirement included in the conditions for the conversion.
 - This shall be completed to allow the rating to be endorsed on a TCAR PEL FCL Licence.
- (3) The AOCs holders who may decide to create their ATOs to continue delivering type rating training beyond 30 June 2026 shall obtain an ATO certificate issued in accordance with TCAR PEL Part ORA and CAAT procedures

Article 17 – Transition of Organisations operating FSTDs

- (1) Beyond the 31 January 2027, in order to obtain or maintain the qualification of the FSTD, an FSTD qualification certificate holder or an applicant, shall demonstrate that it has established a management system in accordance with the requirements contained in TCAR PEL Part ORA.
- (2) The authorisation referred to in (1) may be obtained from the CAAT after demonstration of compliance with the technical requirements laid down in TCAR PEL Part ORA. This compliance shall be demonstrated to the CAAT.

Article 18 – Transition of FSTDs

- (1) To continue benefiting from credits of training performed in (FSTDs) used for pilot training, testing and checking, beyond the 31 January 2027, FSTDs shall comply with the detailed requirements contained in TCAR PEL Part ORA and shall have been qualified by the CAAT in accordance with TCAR PEL Part ORA.
- (2) FSTD qualification certificates issued or recognised in accordance with previous regulation shall be deemed to have been issued in accordance with this regulation and shall remain valid until their expiry date or the 31 January 2027, whichever occurs first.
- (3) Notwithstanding with (2), the credit for IR training with the use FNPT will be determined case by case during the course approval.

Article 19 – Credit for pilots training commenced prior to the application of this Regulation

- (1) During the transition, Trainings delivered by training organisations certified in accordance with the regulations in force before the entry into force of this Cover Regulation shall give credit to applicants for the issuance of Part FCL licence, ratings or certificates when these trainings comply with the following requirements:
 - (a) The training was delivered according to training programmes approved by the CAAT in accordance with TCAR PEL Part - FCL,
 - (b) The training was delivered by instructors qualified or converted in accordance with TCAR PEL Part - FCL.
 - (c) The theoretical knowledge examination or credit defined in article 26 of cover regulation to TCAR PEL Part FCL and skill test must be done in accordance with TCAR PEL Part - FCL.
- (2) When the training and checking for a license, rating or certificate delivered in accordance with the procedures approved in accordance with the regulations in force before the entry into force of this cover regulation and TCAR PEL Parts is not completed within the deadlines defined in articles 14, 15(2), 16(2), the applicant shall obtain a credit of the previous training syllabus and shall be allowed to continue and complete the training and checking in accordance with this cover regulation and TCAR PEL Parts provided an ATO:
 - (a) Performs a practical assessment of the applicant competencies to define the amount of training to be credited and to identify the training needs. It should be based on the relevant training syllabus established in accordance with this cover regulation and TCAR PEL Parts;
 - (b) Proposes the amount of credit for required FSTD time and for required in flight training in real aircraft;
 - (c) Develops an individual training programme based on the relevant training for the license, rating or certificate;
 - (d) Obtains an approval of this individual training programme from the CAAT.

Annex 01 Manned Aircraft to which this regulation does not apply

(1) Categories of manned aircraft to which this Regulation does not apply:

- (a) historic aircraft meeting the following criteria:
 - (i) aircraft whose:
 - initial design was established before 1 January 1955, and
 - production has been stopped before 1 January 1975;
 or
 - (ii) aircraft having a clear historical relevance, related to:
 - a participation in a noteworthy historical event,
 - a major step in the development of aviation, or
 - a major role played into the armed forces of a Member State;
 or
- (b) aircraft specifically designed or modified for research, experimental or scientific purposes, and likely to be produced in very limited numbers;
- (c) aircraft, including those supplied in kit form, where at least 51 % of the fabrication and assembly tasks are performed by an amateur, or a non-profit making association of amateurs, for their own purposes and without any commercial objective;
- (d) aircraft that have been in the service of military forces, unless the aircraft is of a type for which a design standard has been adopted by the CAAT or equivalent material acceptable to the CAAT;
- (e) aeroplanes having measurable stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS), helicopters, powered parachutes, sailplanes and powered sailplanes, having no more than two seats and a maximum take-off mass (MTOM), of no more than:

	Aeroplane/Helicopter/ Powered parachute/ powered sailplanes	Sailplanes	Amphibian or floatplane/ helicopter	Airframe mounted total recovery parachute
Single-seater	300 kg MTOM	250 kg MTOM	Additional 30 kg MTOM	Additional 15 kg MTOM
Two-seater	450 kg MTOM	400 kg MTOM	Additional 45 kg MTOM	Additional 25 kg MTOM

When an amphibian or a floatplane/helicopter is operating both as a floatplane/helicopter and as a land plane/helicopter, it must fall below the applicable MTOM limit.

- (f) single and two-seater gyroplanes with a MTOM not exceeding 600 kg;
- (g) replicas of aircraft meeting the criteria of points (a) or (d), for which the structural design is similar to the original aircraft;
- (h) any other manned aircraft which has a maximum empty mass, including fuel, of no more than 70 kg.

Furthermore, this Regulation shall not apply to:

- (a) tethered aircraft with no propulsion system, where the maximum length of the tether is 50 m, and where:

- (i) the MTOM of the aircraft, including its payload, is less than 25 kg, or
 - (ii) in the case of a lighter-than-air aircraft, the maximum design volume of the aircraft is less than 40 m³;
- (b) tethered aircraft with a MTOM of no more than 1 kg.

Annex 02 Essential requirements for aircrew

1. TRAINING ORGANISATIONS

An organisation providing pilot training must meet the following requirements:

- (a) have all the means necessary for the scope of responsibilities associated with their activity. Those means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;
- (b) as appropriate for the training provided and the size of the organisation, the organisation must implement and maintain a management system to ensure compliance with the essential requirements set out in this Annex, manage safety risks, including risks related to deterioration in the standard of training, and aim for continuous improvement of this system; and
- (c) establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with those requirements.