



Cover Regulation to TCAR PEL - Personnel Licensing
Part - FCL

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Approved By

Suttipong Kongpool

Director General

The Civil Aviation Authority of Thailand

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 air operations laid down in annex 02 to this regulation, the CAAT issued detailed requirements contained in this “Flight Crew Licensing” regulation as well as in TCAR PEL 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 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. 24 on the Personnel Licensing.

By the virtue of Article 8 of the Regulation of the Civil Aviation Authority of Thailand No. 24 on the Personnel Licensing, the Director General of Civil Aviation of Thailand, hereby issued detail requirements contained in this “TCAR PEL Flight Crew Licensing (TCAR PEL Part - FCL) regulation ” as well as in TCAR PEL Parts.

SECTION I – INTRODUCTION AND PRINCIPLES

Article 1 – Introduction

In this publication the word ‘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, TCAR PEL Part - FCL 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 TCAR PEL – Part FCL 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 - FCL.

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 Cover Regulation lay down:
 - (a) The different licences, and ratings for pilots, as well as the privileges and responsibilities of the holders in accordance with relevant provisions of Air Navigation Act B.E. 2497 as amended and its regulation
 - (b) the requirements for issuing, maintaining, amending, limiting, suspending or revoking pilots licences, or ratings in accordance with relevant provisions of Air Navigation Act B.E. 2497 as amended and its regulation
 - (c) the requirements for the certification of persons who are responsible for providing flight training or flight simulation training and for checking pilots' skills; as well as their privileges and responsibilities;
 - (d) the conditions for conversion of existing Thai pilot licences and rating into TCAR PEL Part - FCL licences, ratings and certificates;
 - (e) the requirements for the recognition of trainings, commenced before the full applicability of this TCAR PEL Flight Crew Licensing (TCAR PEL Part - FCL) regulation , for the purposes of obtaining or converting pilots' licences;
 - (f) the requirements for the recognition of training completed before the limit date specified in the transition provisions;
 - (g) the requirements for the certification of Language proficiency testing centres as well as assessors involved in the language proficiency assessment of Thai license holders;
 - (h) the requirements for issuing, maintaining, amending, limiting, suspending or revoking Language proficiency testing centres certificates;
- (2) The requirements (1) are applicable to operations of aircraft, which are registered in Thailand; or
- (3) This Cover Regulation does not apply to pilots of aircraft mentioned in Annex 01.

SECTION II – FLIGHT CREW, FLIGHT OPERATIONS OFFICERS, INSTRUCTORS and EXAMINERS

Article 5 – Pilots

- (1) A person may only act as a pilot of an aircraft as specified in article 4 (2) if he or she holds:
 - (a) a valid licence; and,
 - (b) a valid medical certificate; and,
 - (c) valid ratings; and,
 - (d) a valid language proficiency endorsement;
 - (e) The elements referred to in (1) (a) to (d) shall be appropriate to the operations to be performed and issued according to this Cover Regulation, TCAR PEL Part - FCL, and other applicable regulations for medical and language proficiency.
- (2) A person shall only be issued a TCAR PEL Part - FCL licence or rating when he or she was found compliant with the detailed requirements contained in section 44 of Air Navigation Act B.E. 2497 as amended, Regulation of the Civil Aviation Authority of Thailand No. 24 on the Personnel Licensing, this Cover Regulation, and in TCAR PEL Part - FCL.
- (3) A person shall only be issued a rating when he or she was found compliant with the detailed requirements contained within in this Cover Regulation, and in TCAR PEL Part - FCL.
- (4) A person shall only be issued a language proficiency endorsement when he or she was found compliant with the detailed requirements contained in this Cover Regulation, and in TCAR PEL Part - FCL.
- (5) The requirements of (2), (3), and (4) may be satisfied by the conversion or validation of licences issued by or on behalf of a foreign country.
- (6) The privileges granted to the pilot through the licence referred to in (1) and (2) shall be specified in such licence or in a document referred to in such certificate.
- (7) The privileges granted to the pilot in the medical certificate referred to in (1) shall be specified in such certificate or in a document referred to in such certificate.
- (8) The privileges granted to the pilot by the ratings referred to in (1), (2) and (3) shall be specified in a specific endorsement on the licence or in a document referred to in such licence.
- (9) The privileges granted to the pilot by the language proficiency endorsement referred to in (1) and (4) shall be specified by a specific endorsement on the licence or in a document referred to in such licence.
- (10) The licences referred to in (1) and (2) as well as the conversion or validation referred to in (5) shall only be issued by the CAAT.
- (11) The ratings referred to in (1), (2) and (3) shall only be inserted on the licence by the CAAT.
- (12) The language proficiency endorsement referred to in (1) and (4) shall only be inserted on the licence by the CAAT.
- (13) A pilot licence is subject to section 50/2, 50/3, 50/4 and 50/5 of Air Navigation Act B.E. 2497 as amended as well as a conversion or validation of licence may be limited, suspended or revoked when the holder, or when the training organisation, instructors or examiners involved in the training and checking of the

holder does not comply with the applicable detailed requirements contained in this Cover Regulation, and in TCAR PEL Part - FCL

- (14) A rating may be limited, suspended or revoked when the holder, or when the training organisation, instructors or examiners involved in the training and checking of the holder does not comply with the applicable detailed requirements contained in this Cover Regulation.
- (15) A language proficiency endorsement may be limited, suspended or revoked when the holder, or when the Language Proficiency Testing Centre or the assessors involved in the language proficiency assessment does not comply with the appropriate detailed requirements contained in this Cover Regulation, or other CAAT regulations on language proficiency.

Article 6 – Student Pilots

- (1) A person may only act as a student pilot of an aircraft as specified in article 4 (2), for the purpose of flying solo under supervision of an instructor, or for a skill test with an examiner if he or she:
 - (a) holds a valid licence, at least a student pilot licence if no other licence held;
 - (b) holds a valid medical certificate before performing first solo flight as authorised by an instructor;
 - (c) a valid language proficiency endorsement before performing solo cross-country flight as authorised by an instructor;
 - (d) The elements referred to in (1) (a) to (c) shall be appropriate to the operations to be performed and issued according to this Cover Regulation, TCAR PEL Part - FCL, and other applicable regulations for medical and language proficiency.
- (2) A person shall only be issued a TCAR PEL Part - FCL student pilot licence when he or she was found compliant with the detailed requirements contained in section 44 of Air Navigation Act B.E. 2497 as amended, Regulation of the Civil Aviation Authority of Thailand No. 24 on the Personnel Licensing, this Cover Regulation, and in TCAR PEL Part - FCL.
- (3) A person shall only be issued a language proficiency endorsement when he or she was found compliant with the detailed requirements contained in this Cover Regulation and in TCAR PEL Part - FCL.
- (4) The privileges granted to the student pilot through the licence referred to in (1) and (2) shall be specified in such licence or in a document referred to in such licence.
- (5) The privileges granted to the student pilot by the language proficiency endorsement referred to in (1) and (3) shall be specified by a specific endorsement on the licence or in a document referred to in such licence.
- (6) The licences referred to in (1) and (2) shall only be issued by the CAAT.
- (7) The language proficiency endorsement referred to in (1) and (3) shall only be inserted on the licence by the CAAT.
- (8) A student pilot licence may be limited, suspended or revoked when the holder is subject to section 50/2, 50/3, 50/4 and 50/5 of Air Navigation Act B.E. 2497 as amended, does not comply with the applicable detailed requirements contained in this Cover Regulation or in TCAR PEL Part - FCL.
- (9) A language proficiency endorsement may be limited, suspended or revoked when the holder, or when the Language Proficiency Testing Centre or the assessors involved in the language proficiency assessment does not comply with the appropriate detailed requirements contained in this Cover Regulation, or other CAAT regulations on language proficiency.

Article 7 – Instructors

- (1) A person may only deliver flight training, flight simulation training, if he or she holds a valid pilot instructor certificate appropriate to the training to deliver, issued by the CAAT in accordance with TCAR PEL Part - FCL Subpart J. It includes a specific certificate issued under special conditions as detailed in FCL.900(b).
- (2) A person shall only be issued a pilot instructor certificate as referred to in (1) of this article, when he or she was found compliant with the applicable detailed requirements contained in this Cover Regulation, and in TCAR PEL Part - FCL Subpart J;
- (3) The privileges granted to the pilots instructors through the 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 certificates referred to in (1) and (2) shall only be issued by the CAAT.
- (5) A pilot instructor certificate may be limited, suspended or revoked by the CAAT when the holder, the training organisations or the personnel involved in the training or checking of the holder do not comply with the appropriate detailed requirements contained in this Cover Regulation, or in TCAR PEL Part - FCL;
- (6) Instructors only acting in an FSTD as Synthetic Flight Instructors (SFIs), Synthetic Training Instructors (STIs), or Multi-Crew Cooperation Instructor (MCCIs) are not required to hold a valid medical certificate to exercise their privileges as SFIs, STIs, or MCCIs.
- (7) For Instructors acting in an ATO approved by the CAAT to provide training outside the territory of the kingdom of Thailand, the CAAT may accept the instructors of the ATO when the CAAT consider the foreign authority acceptable and the instructor has an authorization from the authority issued in accordance with standards that are similar to TCAR PEL Part FCL subpart J. When such condition are not met the CAAT may issue TCAR PEL PART FCL instructor certificate to those instructors when they meet the requirements to obtain such certificate in accordance with TCAR PEL PART FCL Subpart J.

Article 8 – Examiners

- (1) A person may only conduct checking in flight or in flight simulation training device, if he or she holds a valid certificate appropriate to the checking to conduct, issued in accordance with TCAR PEL Part - FCL Subpart K;
- (2) Notwithstanding (1), Type Rating Instructors and Synthetic Flight Instructors may conduct EBT practical assessment at an EBT operatoras detailed in TCAR OPS Part ORO Subpart FC without an examiner certificate, provided that the instructors comply with the applicable detailed requirements contained in TCAR PEL Part - FCL;
- (3) A person shall only be issued a pilot examiner certificate as referred to in (1) of this article, when he or she was found compliant with the detailed requirements contained in this regulation, and in TCAR PEL -Part FCL Subpart K;
- (4) The certificate referred to in (1) and (3) shall only be issued by the CAAT.
- (5) The privileges granted to the pilots examiners through the certificate referred to in (1) and (3) of this article shall be specified in such certificate or in a document referred to in such certificate;
- (6) A pilot examiner certificate may be limited, suspended or revoked:
 - (a) by the CAAT;

- (b) when the holder, the training organisations or the personnel involved in the training or checking of the holder do not comply with the appropriate detailed requirements contained in this Cover Regulation, or in TCAR PEL Part - FCL;
- (7) Examiners only acting in a FSTD as Synthetic Flight Examiners (SFEs) are not required to hold a valid medical certificate to exercise their privileges as SFEs.

SECTION III – TRAINING ORGANISATIONS

Article 9 – 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 Section 50/13 of Air Navigation Act B.E. 2497 as amended and 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, 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 Part - 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, 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 type rating.

Article 10 – Declared Training organisations for Pilots

Notwithstanding article 9:

- (1) A declared training organisation may only deliver training to pilots in accordance with TCAR PEL Part - FCL for LAPL licences if it holds an approval certificate issued by the CAAT on the basis of a declaration made in accordance with TCAR PEL Part - DTO.
- (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 when it was found compliant:
 - (1) with the applicable detailed requirements contained in this Cover Regulation, in TCAR PEL - Part DTO, TCAR PEL Part - FCL for licensing
 - (2) with the applicable detailed requirements contained in this TCAR OPS Air operations regulation and in TCAR OPS Part - NCO, for aircraft operations when aircrafts are to be operated by the DTO;

- (3) The privileges granted to the DTO 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), (3) and (4) of this article may be limited, suspended or revoked by the CAAT when the holder does not comply with the appropriate detailed requirements contained in this Cover Regulation, in TCAR PEL Part - DTO and in TCAR PEL Part - FCL.

SECTION IV – OTHERS

Article 11 – Language proficiency testing centres

- (1) An organisation may only conduct assessment of language proficiency for aviation personnel if it holds a Language proficiency testing centre approval certificate issued by the CAAT in accordance with this Cover Regulation and other applicable CAAT regulations on language proficiency centre and checking personnel.
- (2) An organisation shall only be issued a Language proficiency testing centre approval certificate, when it was found compliant with the detailed requirements contained in this Cover Regulation, in TCAR PEL Part - FCL and in other applicable CAAT regulations.
- (3) The privileges granted to the organisation by the 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 certificate referred to in (1) and (2) of this article shall only be issued by the CAAT.
- (5) A Language proficiency testing centre approval certificate, as referred to in (1) and (2) of this article, may be limited, suspended or revoked by the CAAT when the holder does not comply with the appropriate detailed requirements contained in this Cover Regulation, TCAR PEL Part - FCL and other applicable CAAT regulations on language proficiency testing centre and checking personnel.

Article 12 – Theoretical examination

- (1) The CAAT shall organise theoretical examination for each type of flight crew licence. Such examination shall cover all the subjects listed in the detailed requirements contained in this Cover Regulation, and in TCAR PEL Part - FCL.
- (2) Applicants for a flight crew licence shall complete the appropriate elements of the theoretical knowledge training course before attempting the corresponding examination, as specified in TCAR PEL Part - FCL.
- (3) Applicants who have completed training courses that do not exceed the level of a Private Pilot Licence (PPL), Single-Engine Piston Class Rating, and Single-Pilot Operations, or a Free Balloon Pilot Licence, provided by individual instructors in accordance with the regulations in force prior to the entry into effect of this regulation, shall be eligible to attempt the corresponding examination without being required to graduate from a Declared Training Organisation (DTO) or an Approved Training Organisation (ATO).
- (4) Applicants for LAPL Shall complete theoretical knowledge training course for LAPL in a DTO before to attempt the corresponding examination.
- (5) Notwithstanding (2) and (3), Until 22 December 2026 holders of CPL licence issued by the CAAT before 22 December 2026 are not required to complete the ATPL theoretical knowledge training course before to attempt the corresponding examination.
- (6) Applicants shall only take the theoretical knowledge examination when recommended by the declared training organisation (DTO) or the approved training organisation (ATO) responsible for their training, in accordance with FCL.025.

Article 13 – Upset prevention and recovery training (UPRT)

- (1) Upset prevention and recovery training is a mandatory part of a training course, as detailed in TCAR PEL Part - FCL and, as follow:

- (a) Training courses for commercial pilot licences for aeroplanes: CPL(A)/IR integrated courses, CPL(A) integrated courses, CPL(A) modular courses, shall include Basic UPRT
- (b) Training courses for multi-crew pilot licence (MPL), integrated training course for airline transport pilots for aeroplanes (ATP(A)), shall include Basic UPRT and advanced UPRT;
- (c) Applicants for training courses for a class or type rating for:
 - (i) single-pilot aeroplanes for multi-pilot operations;
 - (ii) single-pilot high-performance complex aeroplanes; or multi-pilot aeroplanes;
 - (iii) shall have completed an advanced UPRT training course prior to starting the class or type rating training.
- (d) Training courses for a class or type rating for:
 - (i) single-pilot aeroplanes for multi-pilot operations;
 - (ii) single-pilot non-high-performance complex aeroplanes;
 - (iii) single-pilot high-performance complex aeroplanes; or
 - (iv) multi-pilot aeroplanes;shall include UPRT training specific to the Class or Type defined as specific UPRT training in TCAR PEL Part - FCL.

- (2) Basic, advanced and specific UPRT trainings shall be performed in compliance with the detailed requirements contained in TCAR PEL Part - FCL.

Article 14 - Operational suitability data

- (1) For aircraft types that were certified in Thailand through the acceptance of the Type Certificate Data Sheet (TCDS) issued by the EASA, operational suitability data shall be systematically used.
- (2) Where the TCAR PEL Parts make reference to the operational suitability data established in accordance with EASA Part 21 or any equivalent material acceptable to the CAAT, and that data is not available for the relevant aircraft type, the applicant for a type rating training course approval shall comply with the provisions of TCAR PEL Part - ORA and Part FCL only.

SECTION V – APPLICABILITY AND TRANSITION

Article 15 – Entry into force and application

- (1) This TCAR PEL Part - FCL- Flight crew Licensing as well as TCAR PEL Parts shall enter into force on the day following their publication in the Government Gazette
- (2) This TCAR PEL Part - FCL- Flight crew Licensing as well as TCAR PEL Parts shall be fully applicable and binding in their entirety from 3 years after the effective date of the Requirements of CAAT NO. 45. Beyond this date, Flight crew shall comply with the detailed requirements contained in this Cover Regulation and TCAR PEL Parts and shall have obtained, from the CAAT, the appropriate licence, rating, certificate, approval or authorisation issued in accordance with this TCAR PEL Part - FCL - Flight crew Licensing 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 licence, ratings or certificates, Flight crew shall comply with the provisions contained in this Section VI.

Article 16 – Transition of pilots licences

- (1) To continue exercising their privileges as pilots beyond 22 December 2026, application for conversion shall be made within the 23 September 2026. holders of Thai national licences shall have their licence converted into a TCAR PEL Part - FCL licence.
- (2) Existing Thai national licences including any associated ratings, certificates, authorisations and/or qualifications issued by the CAAT before the entry into force of this Cover Regulation, and TCAR PEL Parts shall only be converted into TCAR PEL Part - FCL equivalent document by the CAAT when the applicant has been found in compliance with the conditions for the conversion contained in TCAR PEL Part - FCL.

Article 17 - Performance-based navigation instrument rating privileges

- (1) Pilots may only fly in accordance with performance-based navigation (“PBN”) procedures after they have been granted PBN privileges.
 - (a) For pilots already holding IR with PBN privileges, these privileges shall be endorsed on the licence itself as “IR/PBN” if the applicant complies with the requirements contained in (2);
 - (b) For pilots not already holding PBN privileges, IR rating may be endorsed on the TCAR PEL Part - FCL licence without PBN privileges these privileges shall be endorsed on the licence itself as “IR”. The validity of such IR without PBN shall not exceed 22 December 2028.
- (2) A pilot shall be granted PBN privileges included to his IR on his TCAR PEL Part - FCL licence where he or she fulfils all of the following requirements:
 - (a) the pilot has successfully completed a course of theoretical knowledge including PBN, in accordance with FCL.615 of TCAR PEL - Part FCL;
 - (b) the pilot has successfully completed flying training including PBN, in accordance with FCL.615 of TCAR PEL - Part FCL;
 - (c) the pilot has passed either a skill test in accordance with Appendix 7 to TCAR PEL - Part FCL or, a skill test or a proficiency check, in accordance with Appendix 9 of TCAR PEL Part - FCL and covering the necessary checking to obtain the PBN privileges.

- (3) The requirements of paragraph 2(a) and (b) shall be considered as fulfilled where the pilot has completed a PBN training programme including theory and flying training, approved by the CAAT in accordance with the regulations in force before the entry into force of this Cover Regulation, and TCAR PEL Parts.
- (4) Pilots holding instrument rating without PBN privileges may only fly on routes and approaches that do not require PBN privileges and no PBN items shall be required for the revalidation and renewal of their instrument rating. The validity of such IR without PBN shall not exceed 22 December 2028. From 23 December 2028, all IR holders shall have completed a PBN course to continue exercising the privileges of an IR.

Article 18 – Advanced Upset prevention and recovery training

- (1) As of 31 January 2027, Applicants for training courses;
 - for a class or type rating for:
 - (a) single-pilot aeroplanes operated in multi-pilot operations;
 - (b) single-pilot high-performance complex aeroplanes; or
 - (c) multi-pilot aeroplanes;shall have completed an advanced UPRT training course prior to starting the class or type rating training. Such advanced UPRT training shall be compliant to TCAR PEL Part - FCL provisions.
 - for an ATP Integrated course, MPL integrated course shall have completed an advanced UPRT training as a part of integrated course. Such advance UPRT training shall be compliant to TCAR PEL Part FCL Provisions.

Article 19 – Multi-Crew Cooperation

- (1) Pilots holding a multi-pilot aircraft type rating first issued before the 31 January 2027, who have converted licence and the corresponding multi-pilot aircraft type ratings to TCAR PEL Part - FCL shall be considered to comply with the requirements for MCC training course defined in TCAR PEL Part FCL.
- (2) Pilots holding a TCAR PEL Part FCL CPL issued from the conversion of license issued in accordance with the regulations in force before the entry into force of this cover regulation and TCAR PEL Part FCL and demonstrating experience of at least 500 flight hours on aeroplane in appropriate multi-pilot operations or 350 flight hours on multi-pilot helicopter shall be considered to have demonstrated equivalence with MCC requirements to comply with the prerequisite of ATPL.
- (3) Appropriate multi-pilot operations are those operations who were conducted by a flight crew composed of more than one pilot in commercial air transport, when required by operational regulation (ORO.FC.200 or equivalent in accordance with the regulation in force before the entry in force of TCAR.OPS Parts).

Article 20 – Transition of pilots' examiners and instructors

- (1) Transition for examiners:
 - (a) To continue exercising their privileges for pilot checking and instructors assessment of competence beyond the 22 December 2025. Examiners shall have obtained a certificate issued in accordance with TCAR PEL Part - FCL
- (2) Transition for instructors:
 - (a) To continue exercising the privileges of an instructor beyond 22 December 2026, the instructors shall have obtained an instructor certificate issued in accordance with TCAR PEL Part - FCL;

- (b) Notwithstanding (2) (a), instructors delivering type rating courses under an AOC Certificate, may continue to exercise their privileges granted in accordance with the regulations in force before TCAR PEL Part - FCL entry into force, until 31 January 2027.

Article 21 – Transition for Theoretical knowledge examination

- (1) Applicants who passed some of the subjects of the theoretical knowledge examination, before the 2 December 2023, in accordance with RCAB 89 or RCAB 74 shall receive credits for these subjects regarding TCAR PEL requirements as detailed hereafter;

Lists of Subjects and Regulation References		
Computer-based Exam RCAAT 24 Regulation Issue date: 22 Sep 2022	Paper-based Exam RCAB 89 Regulation Issue date 28 Feb 2013	Paper-based Exam RCAB 74 Regulation Issue date 5 Nov 2007
RCAAT 24 PPL Theoretical examination	RCAB 89 PPL Theoretical examination	RCAB 74 PPL Theoretical examination
RCAAT 24 IR Theoretical examination	RCAB 89 IR Theoretical examination	RCAB 74 IR Theoretical examination
CPL/ATPL	CPL/ATPL	CPL/ATPL
010 Air Law	Air Law	Air Regulation
021 Airframe & System, Electronics, Power Plant & Emergency Equipment	Aircraft general knowledge	Aircraft Technical Knowledge
022 Instrumentation		Aircraft Instrument
031 Mass & Balance	Flight performance, planning and loading	Flight Performance Planning
032/034 Performance (Aeroplane/Helicopter)		
033 Flight Performance and Planning - Flight Planning and Monitoring		
040 Human Performance & Limitations	Human Performance	Human Performance
050 Meteorology	Meteorology	Meteorology
061 General Navigation	Air Navigation	Navigation
062 Radio Navigation		
070 Operational procedures	Operational procedures	Aircraft Technical Knowledge

081/082 Principles of flight (Aeroplane / Helicopter)	Principles of flight	Aircraft Technical Knowledge
090 Communications	Radiotelephony	Radio Aids

- (2) To benefit from credits under (1) for CPL/ATPL:
- (a) the applicant shall at least attempt to pass one of the subject in accordance with TCAR PEL Part - FCL article FCL.025 (b) before the 31st of December 2025. This subject shall not be one of the subject for which credit may be received under (1)
 - (b) shall finalise their theoretical examination in accordance with the provisions of TCAR PEL Part - FCL, article FCL.025 (b) including the maximum period, number of attempts and seatings;
 - (c) The period in (b) shall commence when the applicant performs his first attempt to pass an examination paper under this Cover Regulation;
 - (d) The number of attempts and seatings as per FCL.025 (b) shall be counted from the first attempt mentioned in (2)(a) of this article.
- (3) Applicants referred to in (1) are not required to be recommended by an ATO to pass the examination papers.

Article 22 - Transition for Skill Test or Assessment of Competence

- (1) For applicants who have completed training courses commenced prior to 02 December 2023 for the issuance of a Private Pilot License (PPL), Commercial Pilot License (CPL), Multi-Crew Pilot License (MPL), modular Instrument Rating (IR), instructor courses, or class ratings, and for whom the skill test or assessment of competence has not been completed before the entry into force of TCAR PEL Part-FCL, the following provisions shall apply:
- (a) If the skill test or assessment of competence is conducted in accordance with the regulations in force prior to the entry into force of TCAR PEL Part-FCL, the applicant shall meet the conditions for license conversion, including the completion of a proficiency test as required under TCAR PEL Part-FCL.
 - (b) If the skill test or assessment of competence is conducted in accordance with TCAR PEL Part-FCL, the applicant shall meet the conditions for license conversion. However, the skill test passed for license issuance shall be considered valid to satisfy the proficiency check requirement as part of the conversion process.
 - (c) The skill test or assessment of competence shall continue to be conducted using approved training aircraft in compliance with the regulatory framework in force prior to the entry into force of TCAR PEL Part-FCL.
 - (d) This process shall be completed to facilitate the issuance of the TCAR PEL Part-FCL license, rating, or certificate, subject to compliance with all applicable regulatory requirements.

Article 23 – Transition for 100 KSA for Theoretical knowledge

- (1) For a Theoretical CPL/ATPL training course commenced before the 22 December 2026, the applicant is not required to comply with the requirements related to 100 KSA Topic.

- (2) Any Theoretical CPL/ATPL training course commenced after the 22 December 2026 shall include 100KSA topic training and checking as detailed in TCAR PEL Part - FCL.

Article 24 – Experience requirements and prerequisites for the issue of class or type ratings

Applicants for a first multi-pilot aeroplane or multi pilot helicopter type rating training course commenced before 30 June 2026 will be exempt from having a valid ATPL theoretical knowledge examination under this regulation as a prerequisite. However, they shall pass the relevant ATPL theoretical knowledge examinations before to submit the application to the CAAT for endorsement of this aircraft type rating on their license. Failure to meet the requirements of ATPL theoretical knowledge examinations within 6 months after the skill test may result in the type rating not being endorsed. In such case, applicants shall take a new skill test on the aircraft type, once they have passed the ATPL theoretical examination and then follow the type rating renewal process outlined in FCL.740(b).

Article 25 – Transition for Language Proficiency assessment

- (1) Language proficiency checks performed in accordance with the regulations in force before the entry into force of this TCAR PEL Part - FCL and TCAR PEL Parts, before 30 June 2024 shall remain valid until their expiry date and shall be considered as an acceptable mean to demonstrate compliance with TCAR PEL - Part FCL point FCL.055;
- (2) Language proficiency checks shall be performed in compliance with the requirements contained in FCL.055 from the 01 July 2024 and by assessors compliant with TCAR PEL Part - FCL requirements;
- (3) Language proficiency testing centre shall demonstrate compliance to TCAR PEL Part - FCL not later than 30 June 2024. This demonstration shall be performed during an audit.

Article 26 – Validity of completed theoretical examination to obtain a TCAR PEL Part - FCL license

- (1) Applicants who passed all of the subjects of the theoretical knowledge examination for ATPL, in accordance with the regulations in force before the entry into force of this TCAR PEL Part - FCL and TCAR PEL Parts, shall be considered to comply with the requirements for ATPL theoretical examination required by FCL.515 for the issue of a TCAR PEL ATPL licence if the theoretical ATPL is still valid according to the regulations in force before the entry into force of this TCAR PEL Part - FCL and TCAR PEL Parts.
- (2) Applicants who passed all of the subjects of the theoretical knowledge examination for CPL, in accordance with the regulations in force before the entry into force of this TCAR PEL Part - FCL and TCAR PEL Parts, shall be considered to comply with the requirements for CPL theoretical examination required by FCL.310 for the issue of a TCAR PEL CPL licence if the theoretical CPL is still valid according to the regulations in force before the entry into force of this TCAR PEL Part - FCL and TCAR PEL Parts.
- (3) Applicants who passed the theoretical knowledge examination for Instrument rating, in accordance with the regulations in force before the entry into force of this TCAR PEL Part - FCL and TCAR PEL Parts, shall be considered to comply with the requirements for Instrument rating theoretical examination required by FCL.615 for the issue of a TCAR PEL Instrument rating if the theoretical examination is still valid according to the regulations in force before the entry into force of this TCAR PEL Part - FCL and TCAR PEL Parts.

- (4) Notwithstanding (1), (2), (3), applicants shall demonstrate their knowledge of the relevant parts of the operational requirements, of the Cover Regulation and of flight performance and planning as required in the conditions for conversion of existing license into TCAR PEL Part - FCL license.
- (5) Notwithstanding (1), for applicants who:
- (a) Passed all of the subjects of the theoretical knowledge examination for ATPL, in accordance with the regulations in force before the entry into force of this TCAR PEL Part - FCL and TCAR PEL Parts, and
 - (b) Converted his CPL license including IR to TCAR PEL Part - FCL license and rating.

The validity of the ATPL Theoretical examination may be extended:

- (c) For aeroplanes, to 7 years from the last validity date of IR(A) entered in the CPL(A) for the issuance of an ATPL(A).
- (d) For helicopters, to 7 years from the last validity date of an helicopter Type Rating entered in the CPL(H) for the issuance of an ATPL(H).

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 flightcrew

1. PILOT TRAINING

1.1. General

A person undertaking training to fly an aircraft shall be sufficiently mature educationally, physically and mentally to acquire, retain and demonstrate the relevant theoretical knowledge and practical skill.

1.2. Theoretical knowledge

A pilot shall acquire and maintain a level of knowledge appropriate to the functions exercised on the aircraft and proportionate to the risks associated to the type of activity. Such knowledge must include at least the following:

- (a) air law;
- (b) aircraft general knowledge;
- (c) technical matters related to the category of the aircraft;
- (d) flight performance and planning;
- (e) human performance and limitations;
- (f) meteorology;
- (g) navigation;
- (h) operational procedures, including resource management;
- (i) principles of flight;
- (j) communications; and
- (k) non-technical skills, including the recognition and management of threats and errors.

1.3. Demonstration and maintenance of theoretical knowledge

1.3.1 The acquisition and retention of theoretical knowledge shall be demonstrated by continuous assessment during training and, where appropriate, by examinations.

1.3.2 An appropriate level of theoretical knowledge shall be maintained. Compliance shall be demonstrated by regular assessments, examinations, tests or checks. The frequency of examinations, tests or checks shall be proportionate to the level of risk associated with the activity.

1.4. Practical skills

A pilot shall acquire and maintain the practical skills as appropriate to exercise his or her functions on the aircraft. Such skills shall be proportionate to the risks associated to the type of activity and shall cover, if appropriate to the functions exercised on the aircraft, the following:

- (a) pre-flight and in-flight activities, including aircraft performance, mass and balance determination, aircraft inspection and servicing, fuel/energy planning, weather appreciation, route planning, airspace restrictions and runway availability;
- (b) aerodrome and traffic-pattern operations;
- (c) collision avoidance precautions and procedures;

- (d) control of the aircraft by external visual reference;
- (e) flight manoeuvres, including in critical situations, and associated 'upset' manoeuvres, as technically achievable;
- (f) normal and cross-wind take-offs and landings;
- (g) flight by reference solely to instruments, as appropriate to the type of activity;
- (h) operational procedures, including team skills and resource management, as appropriate to the type of operation, whether single or multi-crew;
- (i) navigation and implementation of rules of the air and related procedures, using as appropriate, visual reference or navigation aids;
- (j) abnormal and emergency operations, including simulated aircraft equipment malfunctions;
- (k) compliance with air traffic services and communications procedures;
- (l) aircraft type or class specific aspects;
- (m) additional practical skill training that may be required to mitigate risks associated with specific activities; and
- (n) non-technical skills, including the recognition and management of threats and errors, using an adequate assessment methodology in conjunction with the technical skills assessment.

1.5. Demonstration and maintenance of practical skill

1.5.1 A pilot shall demonstrate the ability to perform the procedures and manoeuvres with a degree of competence appropriate to the functions exercised on the aircraft, by:

- (a) operating the aircraft within its limitations;
- (b) exercising good judgement and airmanship;
- (c) applying aeronautical knowledge;
- (d) maintaining control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is assured; and
- (e) non-technical skills, including the recognition and management of threats and errors, using an adequate assessment methodology in conjunction with the technical skills assessment.

1.5.2 An appropriate level of competence in practical skill shall be maintained. Compliance shall be demonstrated by regular assessments, examinations, tests or checks. The frequency of examinations, tests or checks shall be proportionate to the level of risk associated with the activity.

1.6. Language Proficiency

A pilot shall have language proficiency to a degree appropriate to the functions exercised on the aircraft. Such proficiency shall include:

- (a) the ability to understand weather information documents;
- (b) the use of aeronautical en-route, departure and approach charts and associated aeronautical information documents; and
- (c) the ability to communicate with other flight crew and air navigation services during all phases of flight, including flight preparation, in the language used for radio communications involved in the flight.

1.7. Flight simulation training devices

When a flight simulation training device (FSTD) is used for training, or for demonstration that practical skill is acquired or maintained, this FSTD shall meet a given level of performance in those areas, which are relevant to completing the related task. In particular, the replication of configuration, handling qualities, aircraft performance, and systems behaviour shall adequately represent the aircraft.

1.8. Training course

1.8.1 Training shall be executed through a training course.

1.8.2 A training course shall meet the following conditions:

- (a) a syllabus shall be developed for each type of course; and
- (b) the training course shall comprise a breakdown of theoretical knowledge and practical flight instruction (including synthetic training), if applicable.

1.9. Instructors

1.9.1 Theoretical instruction

Theoretical instruction shall be given by appropriately qualified instructors. They shall:

- (a) have appropriate knowledge in the field where instruction is to be given; and
- (b) be capable of using appropriate instructional techniques.

1.9.2 Flight and flight simulation instruction

Flight and flight simulation instruction shall be given by appropriately qualified instructors, who have the following qualifications:

- (a) meet the theoretical knowledge and the experience requirements appropriate for the instruction being given;
- (b) be capable of using appropriate instructional techniques;
- (c) have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction;
- (d) have demonstrated the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction; and
- (e) receive regular recurrent training to ensure that the instructional standards are maintained up to date.

Flight instructors conducting training in aircraft shall also be entitled to act as pilot in command on the aircraft for which instruction is being given, except for training on new aircraft types.

1.10. Examiners

Persons responsible for assessing the proficiency of pilots shall:

- (a) meet the requirements for flight or flight simulation instructors; and
- (b) be capable of assessing pilot performance and conducting flight tests and checks.

2. EXPERIENCE REQUIREMENTS – PILOTS

A person acting as flight crew member, instructor or examiner shall acquire and maintain sufficient experience for the functions being exercised, unless the detailed requirements provide for competence to be demonstrated in accordance with point 1.5.

3. TRAINING ORGANISATIONS

An organisation providing pilot training shall 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 shall 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.