



Thailand Civil Aviation Regulation – Airworthiness
Part Continuing Airworthiness Management
Organisation
(TCAR AIR Part - CAMO)

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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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RECORD OF REVISIONS

Revision No.	Date (DD-MMM-YYYY)	Subject	Insert By (Department)
00	14 FEB 2025	Initial Issue	AIR

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Abbreviation

AMP	Aircraft Maintenance Programme
AOC	Air Operator Certificate
CAAT	The Civil Aviation Authority of Thailand
CAME	Continuing Airworthiness Management Exposition
CAMO	Continuing Airworthiness Management Organisation
CAO	Combined Airworthiness Management Organisation
TCAR	Thailand Civil Aviation Regulation

CAMO.A.130 Changes to the organisation

- (a) The following changes shall require prior approval:
- (1) changes that affect the scope of the certificate or the terms of approval of the organisation;
 - (2) changes to personnel nominated in accordance with (a)(3) to (a)(5) and (b)(2) of point CAMO.A.305;
 - (3) changes to the reporting lines between the personnel nominated in accordance with points (a)(3) to (a)(5) and (b)(2) of point CAMO.A.305, and the accountable manager;
 - (4) the procedure as regards changes not requiring prior approval referred to in point (c).
- (b) For any changes requiring prior approval in accordance with (a), the organisation shall apply for and obtain an approval issued by CAAT. The application shall be submitted before any such change takes place, in order to enable CAAT to determine continued compliance with CAAT requirements and to amend, if necessary, the organisation certificate and related terms of approval attached to it.
- The organisation shall provide CAAT with any relevant documentation.
- The change shall only be implemented upon receipt of formal approval by CAAT
- The organisation shall operate under the conditions prescribed by CAAT during such changes, as applicable.
- (c) All changes not requiring prior approval shall be managed and notified to CAAT as defined in the procedure referred to in CAMO.A.115(b) and approved by CAAT.

CAMO.A.135 Continued validity

- (a) The organisation's certificate shall remain valid subject to compliance with all of the following conditions:
- (1) the organisation remaining in compliance with CAAT requirements, taking into account the provisions related to the handling of findings; and
 - (2) the CAAT being granted access to the organisation as specified in CAMO.A.140;
 - (3) the certificate not being surrendered or revoked.
- (b) For AOC holder in accordance with TCAR OPS, termination, suspension or revocation of the air operator certificate automatically invalidates the organisation certificate in relation to the aircraft registrations specified in the air operator certificate, unless otherwise explicitly stated by CAAT.
- (c) – reserve –
- (d) Upon revocation or surrender, the certificate shall be returned to CAAT without delay.

CAMO.A.140 Access

For the purpose of determining compliance with the relevant requirements of CAAT, the organisation shall grant access at any time to any facility, aircraft, document, records, data, procedures or any other material relevant to its activity subject to certification, whether it is contracted/subcontracted or not, to any person authorised by CAAT.

CAMO.A.150 Findings

- (a) After receipt of notification of findings issued by CAAT, the organisation shall:
- (1) identify the root cause or causes of and contributing factors to the non-compliance;
 - (2) define a corrective action plan; and
 - (3) demonstrate corrective action implementation to the satisfaction of CAAT.
- (b) Actions (a)(1) to (a)(3) above shall be performed within the period agreed with CAAT.

CAMO.A.155 Immediate reaction to a safety problem

The organisation shall implement:

- (a) any safety measures mandated by CAAT in accordance with CAAT Regulations concerning the immediate reaction to a safety problem; and
- (b) any relevant mandatory safety information issued by CAAT.

CAMO.A.160 Occurrence reporting

- (a) As part of its management system the organisation shall implement an occurrence reporting system that meets the requirements as defined in Reporting of Civil Aviation Occurrences (CAAT Requirement No.22).
- (b) Without prejudice to point (a), the organisation shall ensure that any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with the design approval or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident are reported to the CAAT and to the organisation responsible for the design of the aircraft.
- (c) Without prejudice to CAAT requirements, the reports referred to in points (a) and (b) shall be made in a form and manner established by CAAT and shall contain all pertinent information about the condition known to the organisation.
- (d) Reports shall be made as soon as practicable, but in any case, within 72 hours of the organisation identifying the condition to which the report relates, unless exceptional circumstances prevent this.
- (e) Where relevant, the organisation shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by CAAT.

CAMO.A.200 Management system

- (a) The organisation shall establish, implement, and maintain a management system that includes:

- (1) A safety Management system.

This safety Management system shall include:

- (i) clearly defined lines of responsibility and accountability throughout the organisation, including a direct safety accountability of the accountable manager;
- (ii) a description of the overall philosophies and principles of the organisation with regard to safety, referred to as the safety policy, and the related safety objectives;
- (iii) the identification of aviation safety hazards entailed by the activities of the organisation, their evaluation and the management of the associated risks, including taking actions to mitigate the risks and verify their effectiveness;

Safety risk management shall include:

- i. Hazard identification processes
- ii. Risk assessment and mitigation processes
- iii. Internal safety investigation
- iv. Safety performance monitoring and measurement
- v. The management of change
- vi. Continuous improvement
- vii. A system or plan to implement immediate safety actions and to coordinate with other parties involved in a safety related even

- (3) the organisation's scope of work relevant to the terms of approval;
 - (4) a general description of the manpower resources and of the system in place to plan the availability of staff as required by point (d) of point CAMO.A.305;
 - (5) the title(s) and name(s) of person(s) referred to in points (a)(3) to (a)(5) and (b)(2) of point CAMO.A.305;
 - (6) the duties, accountabilities, responsibilities and authorities of the persons nominated under points (a)(3) to (a)(5), (b)(2) and (e) of point CAMO.A.305;
 - (7) an organisation chart showing the associated chains of accountability and responsibility between all the person(s) referred to in points (a)(3) to (a)(5), (b)(2) and (e) of point CAMO.A.305, and related to point (a)(1) of point CAMO.A.200;
 - (8) a list of staff authorised to issue airworthiness review report referred to in point (e) of point CAMO.A.305, specifying, where applicable;
 - (9) a general description and location of the facilities;
 - (10) the description of the internal safety reporting scheme as required by CAMO.A.202;
 - (11) the procedures specifying how the organisation ensures compliance with this Part, Part-M and Part-ML, as applicable, including in particular:
 - (i) the documentation of management system key processes as required by CAMO.A.200;
 - (ii) procedures defining how the organisation controls any contracted and subcontracted activities as required by point CAMO.A.205 and point (c) of point CAMO.A.315);
 - (iii) continuing airworthiness management, and airworthiness review, as applicable;
 - (iv) the procedure defining the scope of changes not requiring prior approval and describing how such changes will be managed and notified, as required by point (b) of point CAMO.A.115 and point (c) of point CAMO.A.130;
 - (v) the CAME amendment procedures.
 - (12) the list of approved aircraft maintenance programmes for those aircraft for which a continuing airworthiness management contract exists in accordance with point M.A.201 of TCAR AIR Part-M or ML.A.201 of TCAR AIR Part-ML;
 - (13) the list of maintenance contracts in accordance with point (c) of point CAMO.A.315;
 - (14) the list of currently approved alternative means of compliance.
- (b) The initial issue of the CAME shall be approved by CAAT. It shall be amended as necessary to remain an up-to-date description of the organisation.
- (c) Amendments to the CAME shall be managed as defined in the procedures referred to in points (a)(11)(iv) and (a)(11)(v). Any amendments not included in the scope of the procedure referred to in point (a)(11)(iv), as well as amendments related to the changes listed in point CAMO.A.130(a), shall be approved by the CAAT.

CAMO.A.305 Personnel requirements

- (a) The organisation shall appoint an accountable manager, who has corporate authority for ensuring that all continuing airworthiness management activities can be financed and carried out in accordance with CAAT Regulation.

The accountable manager shall:

- (1) ensure that all necessary resources are available to manage continuing airworthiness in accordance with this Part, Part-M and Part-ML, as applicable, to support the organisation approval certificate;

- (2) establish and promote the safety policy specified in CAMO.A.200;
 - (3) nominate a person or group of persons with the responsibility of ensuring that the organisation is always in compliance with the applicable continuing airworthiness management, and airworthiness review of this Part, Part-M and Part-ML;
 - (4) nominate a person or group of persons with the responsibility for managing the compliance monitoring function as part of the management system;
 - (5) nominate a person or group of persons with the responsibility for managing the development, administration, and maintenance of effective safety management processes as part of the management system;
 - (6) ensure that the person or group of persons nominated in accordance with points (a)(3) to (a)(5) and (b)(2) of point CAMO.A.305 have direct access to keep him/her properly informed on compliance and safety matters;
 - (7) demonstrate a basic understanding of TCAR AIR concerning continuing airworthiness.
- (b) For an AOC holder in accordance with TCAR OPS, the accountable manager shall in addition:
- (1) be the person appointed as accountable manager for the AOC holder as required TCAR OPS;
 - (2) nominate a person responsible for the management and supervision of continuing airworthiness, who shall not be employed by a TCAR AIR Part-145 approved organisation under contract to the operator, unless specifically agreed by CAAT.
- (c) The person or persons nominated in accordance with points (a)(3) to (a)(5) and (b)(2) of point CAMO.A.305 shall be able to demonstrate relevant knowledge, background and satisfactory experience related to aircraft continuing airworthiness management and demonstrate a working knowledge of this Regulation. Such person(s) shall be ultimately responsible to the accountable manager.
- (d) The organisation shall have a system in place to plan the availability of staff to ensure that the organisation has sufficient appropriately qualified staff to plan, perform, supervise, inspect and monitor the organisation's activities in accordance with the terms of approval.
- (e) To be approved to carry out airworthiness reviews in accordance with point (e) of point CAMO.A.125 and, if applicable, the organisation shall have airworthiness review staff qualified and authorised in accordance with point CAMO.A.310.
- (f) -reserved-
- (g) The organisation shall establish and control the competency of personnel involved in compliance monitoring, safety management, continuing airworthiness management, and airworthiness reviews report, in accordance with a procedure and to a standard agreed by CAAT. In addition to the necessary expertise related to the job function, competence must include an understanding of safety management and human factors principles appropriate to the person's function and responsibilities in the organisation.

CAMO.A.310 Airworthiness review staff qualifications

- (a) Airworthiness review staff issuing airworthiness review reports in accordance with point CAMO.A.125(e) shall have:
- (1) at least 5 years of experience in continuing airworthiness; and
 - (2) acquired an appropriate licence in compliance with TCAR PEL Part-66 or an aeronautical degree; and
 - (3) received formal aeronautical maintenance training; and
 - (4) held a position within the approved organisation with appropriate responsibilities.

- (b) Notwithstanding points (a)(1), (a)(3) and (a)(4), the requirement laid down in point (a)(2) may be replaced with 5 years of experience in continuing airworthiness additional to those already required by point (a)(1).
- (c) Airworthiness review staff nominated by the organisation can only be issued an authorisation by that organisation when formally accepted by CAAT after satisfactory completion of an airworthiness review under the supervision of CAAT, or under the supervision of the organisation's authorised airworthiness review staff, in accordance with a procedure approved by CAAT as part of the CAME.
- (d) The organisation shall ensure that aircraft airworthiness review staff can demonstrate appropriate, recent continuing airworthiness management experience.

CAMO.A.315 Continuing airworthiness management

- (a) The organisation shall ensure that all continuing airworthiness management is carried out in accordance with Subpart C of TCAR AIR Part-M or Subpart C of TCAR AIR Part-ML, as applicable.
- (b) For every aircraft managed, the organisation shall in particular:
 - (1) ensure that an aircraft maintenance programme including any applicable reliability programme, as required by M.A.302 of TCAR AIR Part-M or ML.A.302 of TCAR AIR Part-ML as applicable, is developed and controlled;
 - (2) for aircraft not used by an AOC holder in accordance with TCAR OPS, provide a copy of the aircraft maintenance programme to the owner or operator responsible in accordance with M.A.201 of TCAR AIR Part M or ML.A.201 of TCAR AIR Part-ML as applicable;
 - (3) ensure that data used for any modification and repairs complies with points M.A.304 of TCAR AIR Part-M or ML.A.304 of TCAR AIR Part-ML as applicable;
 - (4) for all complex aircraft or aircraft used by an AOC holder in accordance with TCAR OPS, establish a procedure to assess non-mandatory modifications and/or inspections and decide on their application, making use of the organisation's safety risk management process as required by point (a)(3) of point CAMO.A.200;
 - (5) ensure that the aircraft, engine(s), propeller(s) and components thereof are taken to an appropriately approved Part-145, or Part-CAO whenever necessary;
 - (6) order maintenance, supervise activities, and coordinate related decisions to ensure that any maintenance is carried out properly and is appropriately released for the determination of aircraft airworthiness.
- (c) Where the organisation is not appropriately approved in accordance with TCAR AIR Part-145 or Part-CAO it shall, in consultation with the operator, manage the written maintenance contracts required by points (e)(3), (f)(3), (g)(3) and (h)(3) of M.A.201 of TCAR AIR Part-M or point ML.A.201 of Part-ML to ensure that:
 - (1) all maintenance is ultimately carried out by an appropriately approved maintenance organisation; and
 - (2) the functions required under points (b), (c), (f) and (g) of point M.A.301 of Part-M or point ML.A.301 of Part-ML, as applicable, are clearly specified.
- (d) Notwithstanding point (c), the contract may be in the form of individual work orders addressed to the maintenance organisation in the case of:
 - (1) an aircraft requiring unscheduled line maintenance;
 - (2) component maintenance, including engine and propeller maintenance, as applicable.
- (e) The organisation shall ensure that human factors and human performance limitations are taken into account during continuing airworthiness management, including all contracted and subcontracted activities.

CAMO.A.320 Airworthiness review

When the organisation approved in accordance with point (e) of point CAMO.A.125 performs airworthiness reviews, they shall be performed in accordance with point M.A.901 of TCAR AIR Part-M or point ML.A.903 of TCAR AIR Part-ML, as applicable.

CAMO.A.325 Continuing airworthiness management data

The organisation shall hold and use applicable current maintenance data in accordance with point M.A.401 of Part-M or point ML.A.401 of Part-ML, as applicable, for the performance of continuing airworthiness tasks referred to in point CAMO.A.315. This data may be provided by the owner or the operator, subject to an appropriate contract being established with such an owner or operator. In such case, the CAMO shall only keep such data for the duration of the contract, except when otherwise required by point CAMO.A.220(a).

APPENDICES TO TCAR AIR PART-CAMO

Appendix I - Continuing Airworthiness Management Organisation Certificate – CAAT Form 14



CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION APPROVAL CERTIFICATE

Reference: CAAT.CAMO.XXXX (ref. AOC XX.XXXX)

Pursuant to CAAT Regulations & Requirements for the time being in force and subject to the condition specified below, CAAT hereby certifies:

[COMPANY NAME]

[COMPANY ADDRESS]

as a continuing airworthiness management organisation in compliance with TCAR AIR Part-CAMO, approved to manage the continuing airworthiness of the aircraft listed in the attached schedule of approval and, when stipulated, to issue airworthiness review report after an airworthiness review as specified in point CAMO.A.320 of TCAR AIR Part-CAMO.

CONDITIONS

1. This approval is limited to that specified in the scope of approval section of the approved continuing airworthiness management exposition as referred to in TCAR AIR Part-CAMO.
2. This approval requires compliance with the approved continuing airworthiness management exposition procedures specified in TCAR AIR Part-CAMO.
3. This approval is valid whilst the approved continuing airworthiness management organisation remains in compliance with TCAR AIR Part-CAMO.
4. Where the continuing airworthiness management organisation contracts under its Quality System the service of an/several organisation(s), this approval remains valid subject to such organisation(s) fulfilling applicable contractual obligations.
5. Subject to compliance with the conditions 1 to 4 above, this approval shall remain valid for an unlimited duration unless the approval has previously been surrendered, superseded, suspended or revoked.

If this form is also used for an AOC holder in accordance with TCAR OPS, the Air Operator Certificate (AOC) number shall be added to the reference, in addition to the standard number, and the condition 5 shall be replaced by the following extra conditions:

6. This approval does not constitute an authorisation to operate the types of aircraft referred in paragraph 1. The authorisation to operate the aircraft is in the AOC.
7. Termination, suspension or revocation of the AOC automatically invalidates the present approval in relation to the aircraft registrations specified in the AOC, unless otherwise explicitly stated by CAAT.
8. Subject to compliance with the previous conditions, this approval shall remain valid for an unlimited duration unless the approval has previously been surrendered, superseded, suspended or revoked.

Date of original issue:

Revision No.:

Date of this revision:

Signed:

(.....)



CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION

APPROVAL SCHEDULE

Reference: CAAT.CAMO.XXXX (ref. AOC XX.XXXX)

[COMPANY NAME]

[COMPANY ADDRESS]

Aircraft type/series/group	Airworthiness review authorised	Organisation(s) working under quality system
	[YES/NO] (***)	
	[YES/NO] (***)	
	[YES/NO] (***)	
	[YES/NO] (***)	

This approval schedule is limited to that specified in the scope of approval contained in the approved Continuing Airworthiness Management Exposition section

Continuing Airworthiness Management Exposition Reference:

Date of original issue:

Revision No.:

Date of this revision:

Signed:

(.....)

(***) Delete as appropriate if the organisation is not approved.