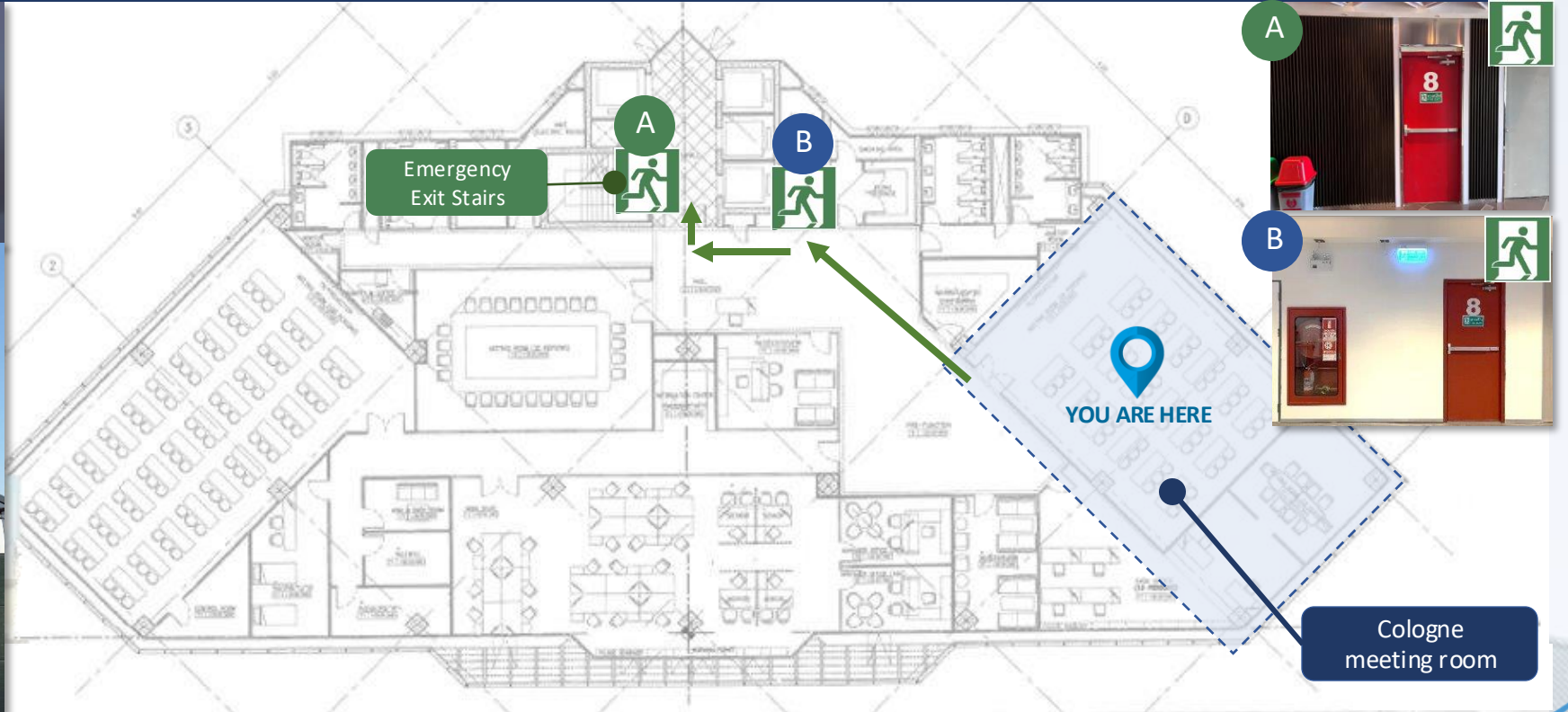
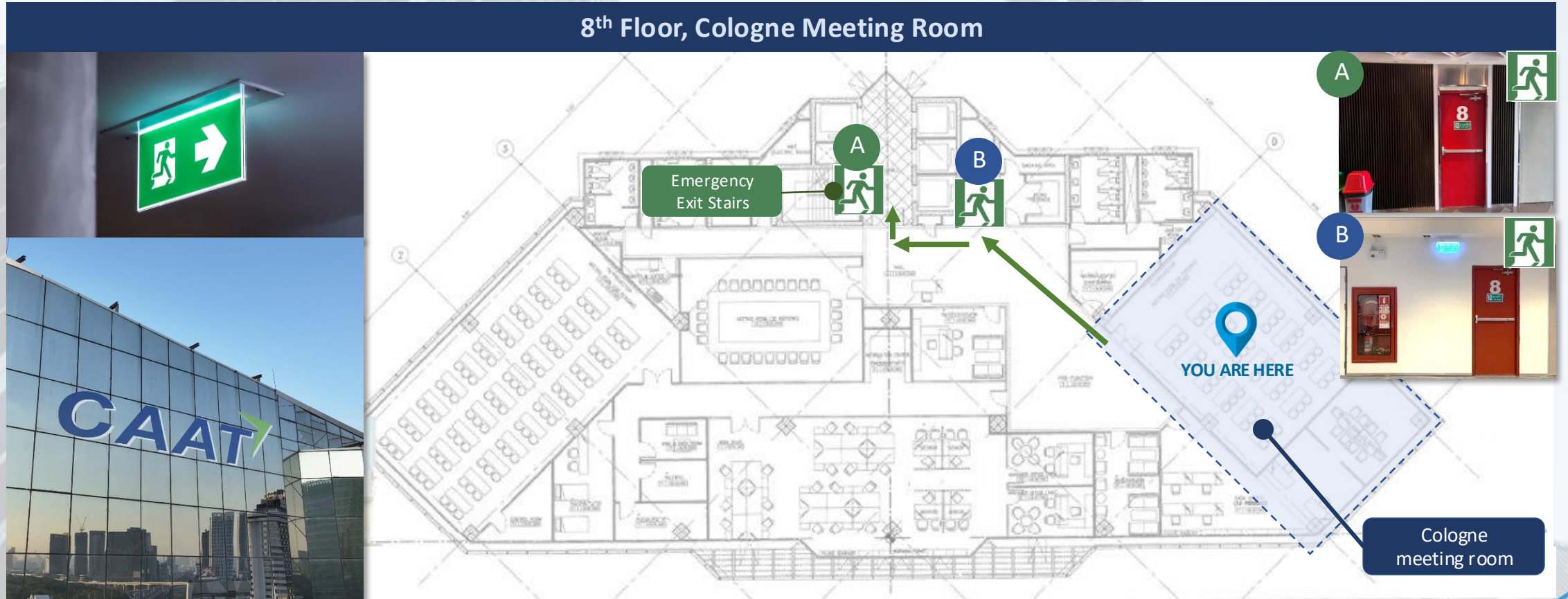


TCAR OPS Transition and Surveillance Plan Year 2026

Meeting with AOC (Air Operator Certificate) Holders

20 January 2026
Cologne Meeting Rm.
CAAT Office (8th Floor)

Emergency Evacuation Route



Assembly Points

1. Infront of the Building



2. Parking Area (Behind the Building)



Agenda

- | | |
|----------------------|---|
| 13:00 – 13:30 | Registration |
| 13:30 – 13:45 | Opening remarks & CAAT Team Introduction |
| 13:45 – 14:15 | TCAR OPS Transition Progress & Next Steps |
| 14:15 – 14:45 | Surveillance Plan for Year 2026 & Risk-Based Methodology |
| 14:45 – 15:15 | Changes Related to an AOC Holder Concept |
| 15:15 – 15:30 | - Break - |
| 15:30 – 16:00 | CAAT Response to Questions |
| 16:00 – 16:30 | Q&A / Feedback |

TCAR OPS Transition Progress & Next Steps



TCAR OPS Transition Plan



TCAR OPS		2023	2024				2025				2026				
Milestones		Dec	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
A1. CAAT Reg. 26 & 27 Entry into Force		Dec 3													
A2. TCAR OPS Entry into Force		Dec 8													
A3. Transition Period (3 Years)		Start												End Dec 3	
A4. SPA Variations: shall be addressed i.a.w. TCAR OPS											Jan 1				
		NEW AOC APPLICANTS (Post Dec 8, 2023)													
B1. TCAR OPS Compliance		Dec 8													
		EXISTING AOC HOLDERS – RE-CERTIFICATION													
C1. Compliance Monitoring Personnel Training			Apr 30												
Phase 1	C2. Re-certification Request			Jun 30											
Phase 2,3	C3. Verify Instrument and Equipment i.a.w. TCAR OPS					Dec 31									
	C4. OM-A Submission to Approval					Submit: Dec 31	Approval: Mar 31								
	C5. OM-B,C Submission to Approval						Submit: Mar 31	Approval: Jun 30							
	C6. OM-D Submission to Approval							Submit: Jun 30	Approval: Sep 30						
Phase 4	C7. Management System Compliance Verification									MS Compliance Verification		Sep 30			
	C8. TCAR OPS Verification through Surveillance									TCAR OPS Verification through Surveillance			Dec 3		
	C9. Verify IDE to comply with TCAR OPS							Verify IDE to comply with TCAR OPS					Dec 3		
Phase 5	C10. FINAL : TCAR OPS CERTIFICATE ISSUANCE													Dec 3	

DISCLAIMER: THIS DOCUMENT HAS BEEN PROVIDED FOR MEETING PURPOSES AND CONTAIN NO LEGAL AUTHORITY. THE ORIGINAL SHALL REFER TO THE TCAR OPS COVER REGULATIONS AND TCAR OPS PARTS. THE CIVIL AVIATION AUTHORITY OF THAILAND SHALL ASSUME NO RESPONSIBILITY FOR ANY LIABILITIES ARISING FROM THE USE AND/OR REFERENCE OF THIS DOCUMENT.

Moving Forward

Due Date	Requirement Description	Reference	Status
01 Jan 26	All new specific approvals must be granted using the requirements of TCAR OPS Part SPA	<i>Article 21(1), 21(2), and 21(4)</i>	Active
31 Mar 26	Flight crew and FOO instructors* qualified per TCAR PEL and standardized to approved OM Part D	<i>Article 27(6)(b)</i>	Upcoming
30 Jun 26	FOO training/checking commenced after this date must be TCAR OPS Part ORO compliant (operator conversion, differences, route training, DG, specific approvals)	<i>Article 17(2)(a), 17(3), 17(4)</i>	Upcoming
30 Sep 26	Cabin crew initial training commenced after this date must be TCAR OPS Part CC compliant	<i>Article 16(5)</i>	Upcoming
	12-month compliance monitoring programme completed using TCAR OPS requirements	<i>Article 12(1)(b)</i>	Upcoming
	Demonstrate facilities, organization, and management system compliance with TCAR OPS Part ORO	<i>Article 27(4)</i>	Upcoming

**The postponed timeline for FOO instructors will be announced by CAAT*

Moving Forward

Due Date	Requirement Description	Reference	Status
3 Dec 26	FULL TCAR OPS COMPLIANCE - Receive TCAR OPS AOC and Operations Specifications	Article 8(2), 27(8)	Upcoming
	All aircraft compliant with TCAR OPS Part CAT Subpart IDE	Article 27(3)(d)	Upcoming
	All aircraft compliant with TCAR OPS Part SPA for specific approval operations	Article 27(3)(e)(ii)	Upcoming
	Cabin crew members hold valid cabin crew <u>initial</u> training certificate per TCAR OPS Part CC	Article 8a(1)	Upcoming
	Cabin crew training commenced after this date must be TCAR OPS Part ORO compliant (CRM, conversion, type specific, differences, DG)	Article 16(2)(a), 16(3)	Upcoming
	Operations after this date must be under TCAR OPS Part SPA approvals	Article 20(1)	Upcoming
31 Jan 27	Flight crew training commenced after this date must be TCAR OPS Part ORO compliant (CRM, type rating, differences, commander, UPRT, security, DG, specific approvals)	Article 15(2)(a), 15(3)	Upcoming
31 Dec 28	Derogation Period - Compliance with <ul style="list-style-type: none"> ▪ CAT.GEN.MPA.170 (<i>Psychoactive Substances</i>) ▪ CAT.GEN.MPA.175(b)(c) (<i>Endangering Safety</i>) ▪ CAT.GEN.MPA.215(a) (<i>Support Programme</i>) 	Article 27(10)	Upcoming

Additional Required Actions



MEL

All Air Operators please submit latest MEL (TCAR) to CAAT through EMPIC system, MELs will be approved under TCAR Regulations.

Due Date: ASAP

IDE Compliance List

For Air Operators who have not submitted their IDE Compliance List by individual aircrafts, please submit through EMPIC system.

Due Date: 14 February 2026

Expected verification timeline by 31 May 2026

Remark: Submit MEL and IDE via EMPIC Job TCAR OPS Transition

Flight Crew and Cabin Crew Transition

Flight Crew (FC)



Validity	Training delivered under old regulations remains valid (Art. 15(1)) Training delivered after entry into force is valid if completed by 31 Jan 2027 (Art. 15(2))
New Training	Flight crew training commenced after 31 Jan 2027 must be TCAR OPS Part ORO compliant (Article 15(2)(a), 15(3))

Cabin Crew (CC)



Certificate	Must obtain TCAR OPS Initial Training Certificate by 03 Dec 2026 (Art. 8a(1))
Initial Training	Initial training commenced after 30 Sep 2026 must be TCAR OPS compliant (Art. 16(5))
Validity	Training completed by 03 Dec 2026 under old regulations is given full credit for TCAR OPS (Art. 16(4))
New Training	Training commenced after 03 Dec 2026 must be TCAR OPS Part ORO compliant (Article 16(2)(a), 16(3))
Senior Cabin Crew (SCC)	SCC designated before 03 Dec 2026 are considered as meeting prerequisite requirements. (Art.8a(2))

Instructors and Evaluators

Instructors & Evaluators



Flight Crew instructors

Must be qualified (TCAR PEL) and standardized (OM Part D) not later than 31 Mar 2026 (Art.27(6)(b))

Cabin Crew (CC)



Evaluators/ Instructors: Must meet TCAR OPS Part CC and ORO requirements after 30 Sep 2025 (Art.8a(3))

Flight Operations Officers (FOO) Instructor



The postponed timeline for FOO instructor will be announced by CAAT

Specific Approvals (SPA)

 Automatic Transfer <i>(No new demonstration required)</i>	 Action Required <i>(Re-evaluation)</i>
<p>Approvals granted under previous regulations are considered compliant (Art.20 (2)(3))</p> <ul style="list-style-type: none"> ✓ PBN (RNP AR APCH, RNP 0.3) ✓ RVSM ✓ DG ✓ SET-IMC ✓ HEMS 	<p>LVO (Low Visibility): Must obtain TCAR OPS Approval. Old data may be used but case-by-case agreement required (Art.24)</p> <p>ETOPS/EDTO: Must obtain TCAR OPS Approval. Demonstration flights may be reduced if procedures are identical (Art.25)</p> <p>EFB (Type B): Previous test data may be used, but compliance to Part SPA must be shown (Art.26)</p>

Surveillance Plan 2026 & Risk-Based Methodology



What are the changes in Surveillance Plan?



BEFORE

NOW

Surveillance History of Year 2024												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
CAAT Oversight Programme	FOI		ITP-A320	BNF-ATR72	ITP-ATR72	MBA-A	ENF-A319/A320					
	OMI			LG		MBA-A	LG					
	CSI			BNF-ATR72		MBA-A	ENF-A319/A320					
	DGI					DG-LSA	MBA-A			DG-LSA		
	AWI						MBA-A					

Surveillance Plan of Year 2025												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
CAAT Oversight Programme	FOI		ITP-A320	BNF-ATR72		ITP-ATR72					MBA-B	SAFETY
	OMI			LG							MBA-B	SAFETY
	CSI			BNF-ATR72							MBA-C	
	DGI										DG-LSA	
	AWI											MBA-A

Remark:

- Audit program shall be scheduled on the basis of risk assessment to address specific areas of concern.
- Detailed audit schedule will be submitted to the operator at least 30 days prior to the planned audit.
- Audit plan and schedule are subject to change with or without notice. All changes require the approval of the Flight Operations Standards Manager.
- Special Audit and No-notice Inspections are subject to approval of the Flight Operations Standards Manager and CAAT Director General.

Audit / Inspection Code:

FOI : Flight Operations Inspector
 OMI : Operations Management Inspector
 CSI : Cabin Safety Inspector
 DGI : Dangerous Goods Inspector
 AWI : Airworthiness Inspector

**Main Base Audit is a combination of all functions:
 MBA-A consists of;**

Update

MBA-B consists of;

Update

MBA-C consists of;

Cancel

En-Route Inspection

ENF : In-flight Cockpit Inspection
 ENC : In-flight Cabin Inspection
 R : Ramp Inspection

Station Audit is conducted with;

LG : Station, Ground Facilities and Systems
 DG-LSA: Dangerous Goods Line Station Audit
 AIR-LSA : Airworthiness Line Station Audit

SAFETY consists of but is not limited to;

Cancel

ITP : Inspection of Training Programme with Simulator
 SPEC : Special Audit

Audit / Inspection Code:

FOI : Flight Operations Inspector
 OMI : Operations Management Inspector
 CSI : Cabin Safety Inspector
 DGI : Dangerous Goods Inspector
 AWI : Airworthiness Inspector

**Main Base Audit is a combination of all functions:
 MBA-A consists of;**

O : Organizational Structural Management
 TR-FC : Training and Qualification Records Inspection for Flight Crew
 TR-FOO : Training and Qualification Records Inspection for Flight Dispatcher
 SMS : Safety Management System
 CMS : Compliance Monitoring System
 FDM : Flight Data Monitoring
 ERP: Emergency Response Plan
 CMBA : Cabin Safety Main Base Audit
 DMBA : Dangerous Goods Main Base Audit
 ABA : Airworthiness and Aircraft Engineering Base Audit

MBA-B consists of;

OFR : Operation and Flight (Trip) Records
 OC : Operational Control
 R : Ramp Inspection
 MG : Ground Station Facilities and Systems
 FSDS : Flight Safety Document System
 FTL : Flight and Duty Time Records Inspection

En-Route Inspection

ENF : In-flight Cockpit Inspection
 ENC : In-flight Cabin Inspection
 R : Ramp Inspection

Station Audit is conducted with;

LG : Station, Ground Facilities and Systems
 DG-LSA: Dangerous Goods Line Station Audit
 AIR-LSA : Airworthiness Line Station Audit

ITP : Inspection of Training Programme with Simulator



What are the changes in Surveillance Plan?



BEFORE

NOW

Surveillance History of Year 2024												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
CAAT Oversight Programme	FOI		ITP-A320	BNF-ATR72	ITP-ATR72	MBA-A	ENF-A319/A320					
	OMI			LG		MBA-A	LG					
	CSI			ENF-ATR72		MBA-A	ENF-A319/A320					
	DGI					DG-LSA				DG-LSA		
	AWI					MBA-A						

Surveillance Plan of Year 2025												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
CAAT Oversight Programme	FOI		ITP-A320	BNF-ATR72		ITP-ATR72					MBA-B	SAFETY
	OMI			LG							MBA-B	SAFETY
	CSI			ENF-ATR72							MBA-C	
	DGI			SPEC							DG-LSA	
	AWI										MBA-A	

Remark:

- Audit program shall be scheduled on the basis of risk assessment to address specific areas of concern.
- Detailed audit schedule will be submitted to the operator at least 30 days prior to the planned audit.
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MBA-B consists of;

OFR : Operation and Flight (Trip) Records
 OC : Operational Control
 R : Ramp Inspection
 MG : Ground Station Facilities and Systems
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 FTL : Flight and Duty Time Records Inspection

MBA-C consists of;

En-Route Inspection
 ENF : In-flight Cockpit Inspection
 ENC : In-flight Cabin Inspection
 R : Ramp Inspection

Station Audit is conducted with;
 LG : Station, Ground Facilities and Systems
 DG-LSA : Dangerous Goods Line Station Audit
 AIR-LSA : Airworthiness Line Station Audit

SAFETY consists of but is not limited to:
 FDA : Flight Data Analysis Program (As applicable)
 Safety Cases (As applicable)

ITP : Inspection of Training Programme with Simulator
SPEC : Special Audit

ITP : Inspection of Training Programme with Simulator

SPEC will no longer appear in surveillance plan as part of risk-based results but still valid, inspector may consider adding if needed, based on risks

TCAR Transition and Surveillance Planning for Y2026



Surveillance History of Year 2025												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
CAAT Oversight Programme	FOI	ITP-A320	ENF-ATR72		ITP-ATR72		ENF-A319/320			MBA-B MBA-C	SAFETY	
	OMI		LG				LG			MBA-B MBA-C	SAFETY	
	CSI		ENC-ATR72				ENC-A319/320					
	DGI	SPEC			DG-LSA					DG-LSA		
	AWI									MBA-A		

Surveillance Plan of Year 2026												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
CAAT Oversight Programme	FOI	MBA-B		ATR 72	A319/320		MBA-A		ITP (A319/A320)	ITP (ATR72)		
	OMI	MBA-B (Exclude FTL)		LG	LG		MBA-A (Exclude CMS)		FTL CMS			
	CSI			ATR 72	A319/320		MBA-A					
	DGI			DG-LSA	DG-LSA		MBA-A					
	AWI											

Remark:

- Audit program shall be scheduled on the basis of risk assessment to address specific areas of concern.
- Detailed audit schedule will be submitted to the operator at least 30 days prior to the planned audit.
- Audit plan and schedule are subject to change with or without notice. All changes require the approval of the Flight Operations Standards Manager.
- Special Audit and No-notice Inspections are subject to approval of the Flight Operations Standards Manager and CAAT Director General.

Checklist



All Surveillance will be conducted by using TCAR Checklists

For AOCs who have not implemented TCAR

- Findings against AOCR = Findings
- Findings against TCAR OPS = Observation

Timeline



TCAR Verification through Surveillance

- MBA-A: Q3 Onward
- MBA-B: Q1 Onward
- For some AOCs: FTL, CMS, and SMS have been separated from the MBA

RBS



TCAR Transition will Enable a Full RBS Reset for Y2027

- Full MBA is required for all AOCs in Y2026
- Number of En-route and Station inspection is calculated according to Y2025 RBS
- Y2026 data collection will serve as the baseline for a complete reset of RBS for Y2027

Determination of Risk-Base Surveillance

Organizational Risk Profiles

“The inherent risk elements associated with the specific nature and operation”

- Organization
- Management System
- Operations
- Fleet
- Dangerous Goods

Safety Management System Implementation

“How effectively an AOC mitigates those risks”

- Safety Policy and Organization
- Safety Risk Management
- Safety Assurance
- Safety Promotion

The Air Operator's demonstrated compliance performance

“How well an AOC follows regulatory requirements”

- Severity of Finding
- Number of Finding
- Overdue Finding

AOC Risk Category
(A, B, C, D)

Determination of Risk-Base Surveillance

Organizational Risk Profiles

“The inherent risk elements associated with the specific nature and operation”

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- Safety Policy and Organization
- Safety Risk Management
- Safety Assurance
- Safety Promotion

The Air Operator's demonstrated compliance performance

“How well an AOC follows regulatory requirements”

- Severity of Finding
- Number of Finding
- Overdue Finding

AOC Risk Category (A, B, C, D)

1

Main Base Audit

- Full Main Base Audit cycles range from **12 to 24 months**

2

En-Route Inspection

- Cycle is **12 months** to cover all required number of inspections
- **Number of Aircraft, Operational Activity, Risk Category** are considered for number of inspections calculation

3

Station Inspection

- Cycle is **12 months** to cover all required number of inspections
- **Number of Station and Risk Category** are considered for number of inspections calculation

Note: For non-scheduled or charter flight operations, determine by referring to the number of En-route inspection for the particular Air Operator

4

Inspection of Training Programme (ITP)

- Cycle is **12 months** to cover **one ITP inspection per aircraft type**
- **Number of aircraft types, Specific Approvals, Organizational Changes** are considered for number of inspection

Note: For non-scheduled or charter flight operations, the number of inspections may be adjusted based on the discretion of the inspector

Changes Related to an AOC Holder

In accordance with TCAR OPS Part ORO.GEN.130, any changes affecting an Air Operator Certificate's scope, operations specifications, or management system components require careful management and appropriate approval from the CAAT.

Note: This section is intended to explain the overall concept only. The related processes and documentation forms are currently under review and further development.



Current Challenges

01 Duplication of Work

Operators face redundant, repetitive work completing Form 204, creating inefficiencies and delays in the submission process.

02 Inspector Burden

Inspectors spend a considerable amount of time on manual due to the absence of clear criteria for distinguishing between contents requiring approval/acceptance. This situation reduces inspectors' capacity to focus on critical oversight and surveillance activities.

03 Excessive Wait Times

Operators experience significant delays during each manual revision cycle, impacting operational efficiency.

04 Complex Applications

The AOC Variation form contains excessive information spanning 24 pages, creating unnecessary complexity.

Goals for Improvement

The CAAT aims to streamline the change management process while maintaining safety standards and regulatory compliance.

01

Flexible Documentation

Allow operators to use their practical or existing document formats for summary amendment as appropriate for submissions.

02

Streamlined Reviews

Shorten the review time for minor changes or content that does not require prior approval.

03

Faster Processing

Reduce the processing time required for approval or acceptance of revised content.

04

Simplified content in application forms

Minimize information required in application forms or develop a one-stop service form to simplify submissions.

Key Differences

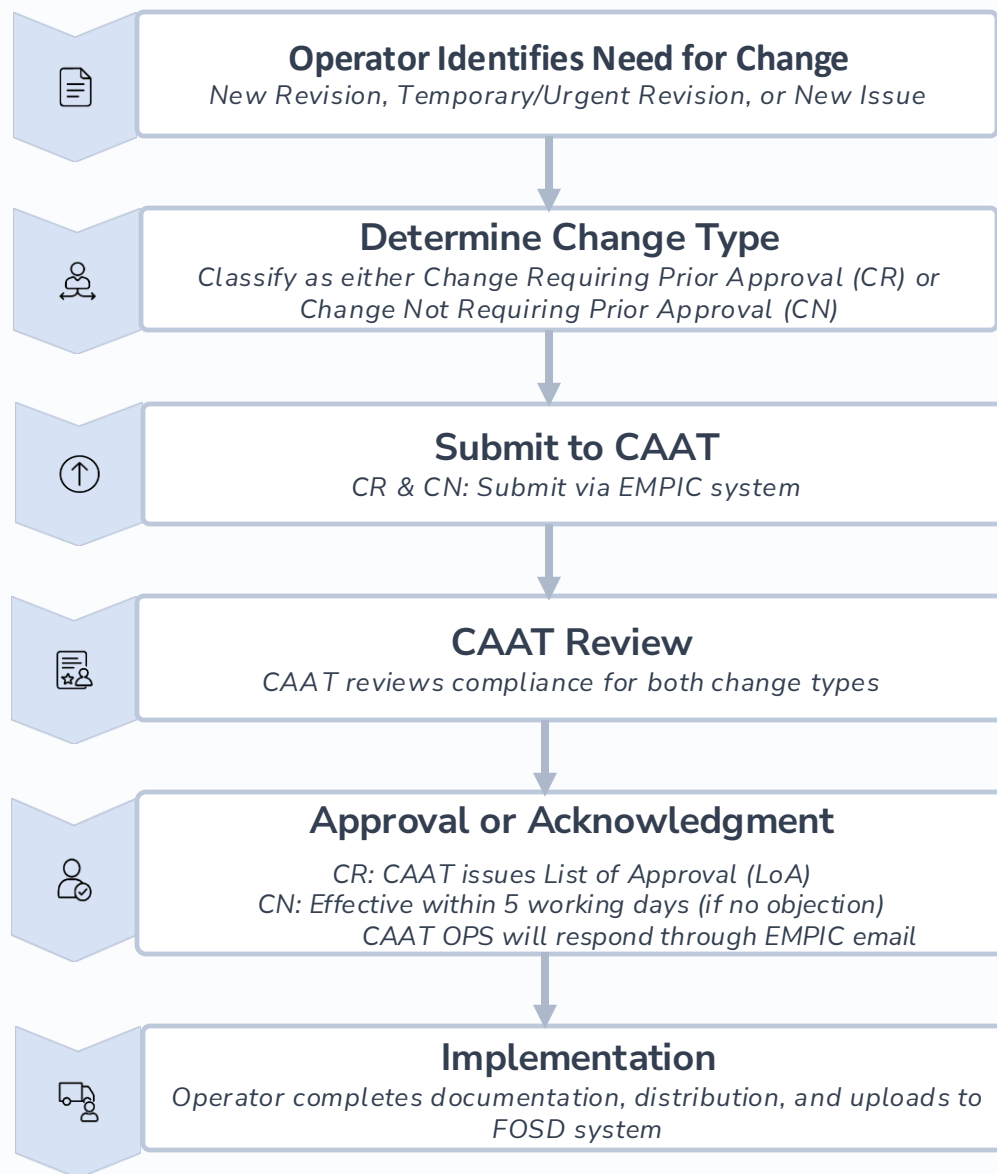
Requiring Prior Approval

vs.

NOT Requiring Prior Approval

Topic	Changes Requiring Prior Approval (CR)	Changes NOT Requiring Prior Approval (CN)
Process	4 Phases	2 Phases
CAAT Action	Formal approval required (signature, certificate, or official document)	No formal response required; acceptance may occur without active reply within 5 working days.
Submission Timeline	<ul style="list-style-type: none"> • 30 days before intended change • 20 days for nominated person <i>(AMC1 ORO.GEN.130)</i> 	15 days before intended change
Applicable List	Follow List of Amendment and Revision Requiring Prior Approval <i>(GM1 ORO.GEN.130 (a)&(b))</i>	All changes not listed in prior-approval list
Certification	List of Approval (LoA) issued <i>(AMC1 ORO.GEN.130(b))</i>	No certification issued. <i>(If no objection, effective within 5 working days.)</i>
Fee	1,000 THB	No fee

The New Changes Process Overview



Changes Requiring Prior Approval

4 Phases Process

1

Application Phase

Operator completes and submits application forms and applicable documents through EMPIC system.

2

Document Assessment Phase

POI and Certification Team review application package. Operator addresses non-compliance if any, submits corrective actions. POI proceeds with List of Approval (LoA) for DGCA approval. Operator uploads final manuals to FOSD.

3

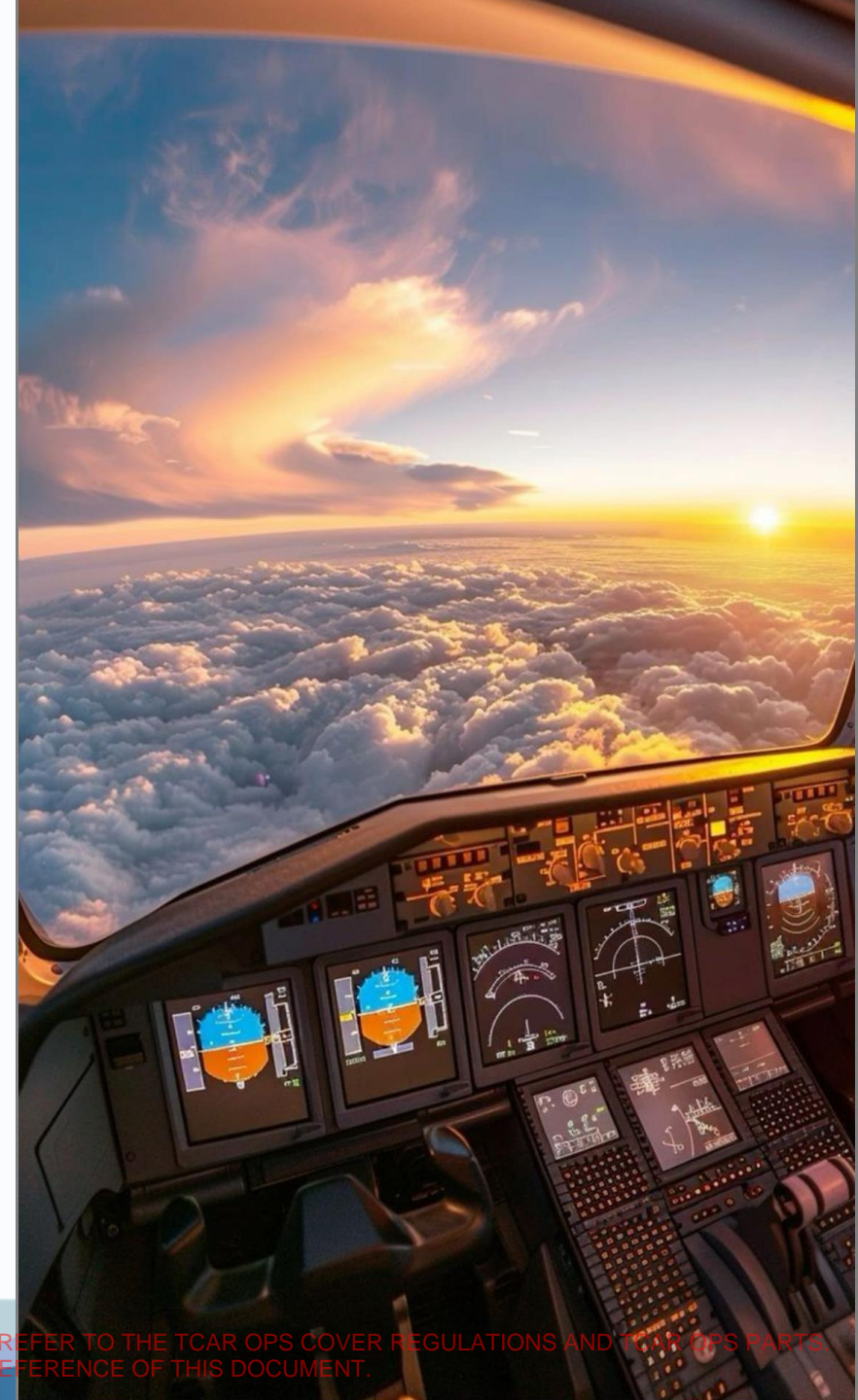
Inspection & Demonstration Phase

If required, audit/inspection scheduled. Operator completes payment. Inspection performed, non-compliances raised if any. Operator submits corrections, root cause analysis, and corrective action plan. Inspector reviews and accepts corrections.

4

Certification Phase

Operator completes certification payment, provides Final Compliance List. CAAT grants proposed approval certification (LoA, AOC, OPS Spec, DGOL as applicable).



Changes NOT Requiring Prior Approval Process

A streamlined process designed for efficiency while maintaining regulatory oversight and safety standards.

1 — Notification Phase

Operator submits application form and documents via EMPIC system.

2 — Document Assessment and Acknowledgement Phase

Inspector given 5 working days for assessment.

➤ — Implementation

If no objection raised within 5 working days, operator authorized to implement change without awaiting acknowledgement.



Required Documentation for Changes

No	Form code	Form Name	Change Requiring Approval	Change NOT Requiring Approval
1	CAAT-OPS-TCFM-101	Application for Changes to an Air Operator Certificate	✓*	-
2	CAAT-OPS-TCFM-102	Application for Operations Specifications	✓*	-
3	CAAT-OPS-TDGF-402	Application for Dangerous Goods Operating License (Thai Air Operator) (if applicable)	✓*	-
4	CAAT-OPS-TCFM-106	Application for Nomination for Air Operator Personnel	✓*	-
5	CAAT-OPS-TCFM-107	Schedule of Event Form	✓*	-
6	CAAT-OPS-TCCL-101 to CAAT-OPS-TCCL-106	Compliance List for Aeroplane and Helicopter TCAR OPS (CAAT-OPS-TCCL-101 to CAAT-OPS-TCCL-106) as applicable to the change;	✓	-
7	CAAT-OPS-TCFM-201	Proposed Revision / Amendment (PRA) Form	✓	✓
8	N/A	Draft of the proposed documentation to be changed	✓	✓
9	N/A	Summary of the changes	✓	✓
10	N/A	Management of Change (MOC) documentation	✓	✓*
11	N/A	Manufacturer/OEM documents or technical documents (e.g., AFM, MMEL, GSD, etc.)	✓*	✓*

** If applicable*

Proposed Revision/Amendment (PRA) Form

This single form serves as the operator's entry point for initiating both CR and CN change submissions via the EMPIC system.

Part 1 (Mandatory for CR and CN)

Organization Information

Name of the Organization: _____ AOC No. _____
 Name of Contact Person: _____ Position: _____
 Company address: _____
 Email: _____
 Telephone: _____ Mobile: _____

Description of the Change

Briefly specify the change (e.g., amendment to OPS SPEC, OMA-B revision, import of a new aircraft type, request for SPA, etc.)

Changes requiring Approval Changes NOT requiring Approval

Submission date: Click or tap to enter a date.
 Proposed effective date: Click or tap to enter a date.

Aircraft Fleet

Aircraft Category: Aeroplane Helicopter
 Select applicability: Applicable for entire fleet Applicable for single/several aircraft Not applicable
 Change is related to aircraft airworthiness

Aircraft type / variant	Registration (if entire fleet, please fill "all")	MSN No. (if entire fleet, please fill "all")	Change
			Choose an item.
			Choose an item.
			Choose an item.
			Choose an item.

Administration for Document Revision

The PRA form shall be submitted together with the respective Compliance List for each document concerned at least 30 days before the proposed effective dates to CAAT.

No.	Operations Manual / Document Revision	Issue	Revision

Part 2 (For CR)

Changes Requiring Approval

Subject	Manual Reference	Required details
Dangerous Goods training programmes	OMA Ch. xxx (Item x)	
Implementation of alternative means of compliance (AMOC)		Click to follow link
Change affecting the scope of the AOC or the Operation Specification		Click to follow link
Procedure for the management of changes not requiring prior approval		
Definition of responsibilities and accountabilities		
Safety policy		
Accountable Manager (AM)		Click to follow link From CAAT-OPS-TCR-1106
Nominated persons (Required notify to CAAT)		
Use of aircraft listed on an AOC for NCC and/or SPO operations		
Transfer of operational control		
Let lease-in		
Let lease-in		Click to follow link
Let lease-out		
Let lease-out (Required notify to CAAT)		
Approvals to provide cabin crew training and to issue cabin crew attestations		
EL - Minimum equipment list and any amendment		
Procedure for the one-time extension of category B, C, D certification intervals		Click to follow link
Operation of an aircraft with inoperative instruments, arms of equipment or functions outside the constraints of the MEL, but within the MML;		

Part 3 (For CR, If applicable)

Further details

Click or tap to copy the applicable dropdown list if additional space is required for the details.

AMOC

Title of AMOC: _____ Existing CAAT-AMOC Ref. No. (if applicable): _____

scope of the certificate or the operations specification

Topic: _____ Details / Remarks: _____

Topic: _____ Details / Remarks: _____

Topic: _____ Details / Remarks: _____

(b) Nominated persons

Position within the organization: _____

First Name: _____ Last Name: _____ Proposed effective date: Click or tap to enter a date.
 Email: _____ Mobile: _____

Position within the organization: _____

First Name: _____ Last Name: _____ Proposed effective date: Click or tap to enter a date.
 Email: _____ Mobile: _____

Key Benefits

- ✓ Consolidates information into a single proposal document.
- ✓ Acts as a proposal form with verification check items to ensure that all changes are identified prior to approval.
- ✓ Requires additional information to be provided in a simplified, clear, and concise manner, representing the minimum information required for the application.
- ✓ Form 203 will be replaced by this form.

Proposed Revision/ Amendment (PRA) Form

Part 1
(Mandatory for CR and CN)

Enter a brief description of the change

Specify the applicable aircraft

Select the applicable change type: CR or CN

List the documents affected by the change.

Organization Information			
Name of the Organization:		AOC No.:	
Name of Contact Person:		Position:	
Company address:			
Email:			
Telephone:		Mobile:	
Description of the Change			
Briefly specify the change (e.g., amendment to OPS SPEC; OM-B revision; import of a new aircraft type; request for SPA, etc.)			
<input type="checkbox"/> Changes requiring Approval		<input type="checkbox"/> Changes NOT requiring Approval	
Submission date:	Click or tap to enter a date.		
Proposed effective date:	Click or tap to enter a date.		
Note: The amendment/revision requires prior approval by CAAT. Formal approval will be granted on the specific documentation and will only become effective after the operator has received the respective documentation signed by the DGCA.			
Aircraft/Fleet			
Aircraft Category:	<input type="checkbox"/> Aeroplane	<input type="checkbox"/> Helicopter	<input type="checkbox"/> Seaplane
Select applicability:	<input type="checkbox"/> Applicable for entire fleet	<input type="checkbox"/> Applicable for single/several aircraft	<input type="checkbox"/> Not applicable
<input type="checkbox"/> Change is related to aircraft airworthiness			
If the change concerns one or more specific aircraft, please complete the following section.			
Aircraft type / variant	Registration <small>(if entire fleet, please fill "All")</small>	MSN No. <small>(if entire fleet, please fill "All")</small>	Change
			Choose an item.
			Choose an item.
			Choose an item.
			Choose an item.
Administration for Document Revision			
<ul style="list-style-type: none"> For Changes requiring Approval, the PRA form shall be submitted together with the respective Compliance List for each document concerned at least 30 days before the proposed effective dates to CAAT Draft of the document to be changed with the notification. Summary of the changes together with the chapter/section/item reference (as applicable) Additional documents depending on type of changes requiring prior approval, e.g. Management of Change (MOC), Schedule of Event, OEM document (if applicable) 			
No.	Operations Manual / Document Revision	Issue	Revision

Note: This form, together with all required documents, shall be submitted to EMPIC system

Proposed Revision/ Amendment (PRA) Form

Part 2
(For CR)

Changes Requiring Approval			
Reference	Subject	Manual Reference	Required details
General Requirement			
<input type="checkbox"/> ORO.GEN.110 (j)	Dangerous Goods training programmes	OM-A Ch. xx item x)	
<input type="checkbox"/> ORO.GEN.120 (d)	Implementation of alternative means of compliance: AMoC		Ctrl + Click to follow link
<input type="checkbox"/> ORO.GEN.130 (a)	Change affecting the scope of the AOC or the Operation Specification;		Ctrl + Click to follow link
<input type="checkbox"/> ORO.GEN.130 (c)	Procedure for the management of changes not requiring prior approval.		
<input type="checkbox"/> ORO.GEN.200 (a)(1)(i)	Lines of responsibilities and accountabilities;		
<input type="checkbox"/> ORO.GEN.200 (a)(1)(ii)	Safety policy		
<input type="checkbox"/> ORO.GEN.210 (a)	Accountable Manager (AM)		Ctrl + Click to follow link
<input type="checkbox"/> ORO.GEN.210 (b)	Nominated persons (Required notify to CAAT)		Form CAAT-OPS-TCRM-106
<input type="checkbox"/> ORO.GEN.310 (b) (c)	Use of aircraft listed on an AOC for NCC and/or SPO operations – transfer of operational control.		
Air Operator Certification			
<input type="checkbox"/> ORO.AOC.110 (b)	Wet lease-in		
<input type="checkbox"/> ORO.AOC.110 (c)	Dry lease-in		
<input type="checkbox"/> ORO.AOC.110 (d)	Dry lease-out		Ctrl + Click to follow link
<input type="checkbox"/> ORO.AOC.110 (e)	Wet lease-out (Required notify to CAAT)		
<input type="checkbox"/> ORO.AOC.120	Approvals to provide cabin crew training and to issue cabin crew attestations		
Manual, Logs and Records			
<input type="checkbox"/> ORO.MLR.105 (b)	MEL - Minimum equipment list and any amendment		
<input type="checkbox"/> ORO.MLR.105 (f)	Procedure for the one time extension of category B, C, D rectification intervals;		
<input type="checkbox"/> ORO.MLR.105 (j)	Operation of an aircraft with inoperative instruments, items of equipment or functions outside the constraints of the MEL but within the MMEL;		Ctrl + Click to follow link
Flight Crew			
<input type="checkbox"/> ORO.FC.145 (c)	Training and checking programme incl. syllabi and the use of individual FSTD <ul style="list-style-type: none"> <input type="checkbox"/> Crew resource management (CRM) training [ORO.FC.115, ORO.FC.215] <input type="checkbox"/> Operator conversion training [ORO.FC.120, ORO.FC.220] <input type="checkbox"/> Differences training and familiarisation training [ORO.FC.130, ORO.FC.230] <input type="checkbox"/> Recurrent training and checking [ORO.FC.130, ORO.FC.230] 		
			Ctrl + Click to follow link

Select the applicable items requiring approval.

Specify the manual reference related to the change

If an additional form is required, it will be included in the application package.

If additional information is required in this form, **press and hold the Ctrl button and click the link** to navigate to the relevant section.

Proposed Revision/ Amendment (PRA) Form

Part 3 (For CR, If applicable)

Further details

In the further details section, please insert a row and copy the applicable dropdown list if additional space is required for the details.

ORO.GEN.120 (d) Implementation of Alternative means of compliance (AMoC)

Nature of change	Title of AMoC	Existing CAAT AMOC Ref. No. (if Applicable)
Choose an item.		
Choose an item.		

Remarks:

ORO.GEN.130 (a) Change affecting the scope of the certificate or the operations specification

Administrative Topic

Nature of change	Administrative Topic	Details / Remarks
Choose an item.	Choose an item.	

Type of Operations

Nature of change	Type of Operations	Details / Remarks
Choose an item.	Choose an item.	

Area of Operations

Nature of change	Type of Operations	Details / Remarks
Choose an item.	Choose an item.	

Special Limitations

Nature of change	Details / Remarks
Choose an item.	

Remarks:

The link will direct you to the relevant section, allowing you to cross-check the applicable regulatory reference for the selected item (e.g., ORO.GEN.130).

Specify the information related to the change by selecting from the dropdown list and provide brief details or remarks.

The operator may add rows to this form, as applicable.

ORO.GEN.210 (a) Accountable Manager; (b) Nominated persons

Nature of change	Nominated Position	Position within the organization	Proposed effective date:	Click or tap to enter a date.
Choose an item.	Choose an item.			
	First Name:		Last Name:	
	Email:		Mobile:	

Nature of change	Nominated Position	Position within the organization	Proposed effective date:	Click or tap to enter a date.
Choose an item.	Choose an item.			
	First Name:		Last Name:	
	Email:		Mobile:	

Remarks:

Note: For any nomination/change for Accountable Manager (ORO.GEN.210), nominated person (ORO.GEN.210(b); ORO.AOC.135), Safety Manager

List of Approval (LoA)

In Phase 4 of Changes Requiring Prior Approval, the operator completes the certification payment and submits the Final Compliance List. CAAT grants the proposed approval by issuing the List of Approval (LoA).



List of Approvals (LoA)

Name of Organisation	Click or tap here to enter text.			
Certificate:	Click or tap here to enter text.			
Date of Issue:	Click or tap to enter a date.			
The following approvals are valid for certificates of the organization listed above. The validity for the various aircraft registrations is indicated in the attachment to the operations specification (OPS SPEC) or the list of specific approval, as applicable. This list supersedes all previously issued approvals.				
Reference	Approval	Date of Initial	Date of latest amendment	Manual Reference
General Requirement				
ORD.GEN.110 (i)	Operator responsibilities Congenous Goods training programmes	DD MM YYYY	DD MM YYYY	Operations Manual Part 3, 3A00 Rev.00, 3C00, Items 300, 300A, 300X
ORD.GEN.120 (d)	Means of compliance Implementation of alternative means of compliance A/DOC			
ORD.GEN.130 (A)	Changes related to an AOC holder Affecting the scope of the AOC or the Operation Specifications.			
ORD.GEN.130 (c)	Procedure for the management of changes not requiring prior approval.			
ORD.GEN.200 (A)(1)(1)	Management system Lines of responsibilities and accountabilities.			
ORD.GEN.200 (A)(1)(1)	Management system Safety policy			
ORD.GEN.210 (A)	Personal requirements Accountable Manager (AM)			
ORD.GEN.310 (b)(c)	Use of aircraft listed on an AOC for non-commercial operations and special operations Operational Control/Handover procedures when used by other operator.			
Air Operator Certification				
ORD.AOC.110	Leasing agreement (b) Wet lease-in; (c) Dry lease-in; (d) Dry lease-out			
ORD.AOC.120	Approval to provide cabin crew training and to issue cabin crew attestations			
Manual, Logs and Records				
ORD.MLR.105 (b)	Minimum equipment list Minimum equipment list and any amendment			
ORD.MLR.105 (f)	Minimum equipment list Procedure for the one time extension of category B, C, D certification in-manila.			
ORD.MLR.105 (j)	Minimum equipment list			



List of Approvals (LoA)

Reference	Approval	Date of Initial	Date of latest amendment	Manual Reference
	Operation of an aircraft with navigative instruments, items of equipment or functions outside the constraints of the ILO, but within the MISA;			
Right Crew Training Programmes				
ORD.PC.145 (c)	Provision of training Training and checking programme incl. syllabi and the use of individual EDTO <ul style="list-style-type: none"> Crew resource management (CRM) training [ORD.PC.145, ORD.PC.146] Operator conversion training [ORD.PC.146, ORD.PC.147] Differences training and familiarisation training [ORD.PC.148, ORD.PC.149] Recurrent training and checking [ORD.PC.148, ORD.PC.149] Pilot qualification to operate in either pilot seat [ORD.PC.145] Operation on more than one type or variant [ORD.PC.145, ORD.PC.146] Single/lot operations under IFR or at night [ORD.PC.145] Command square [ORD.PC.146] Pilot qualification to operate in either pilot seat - Aeroplane 846 [ORD.PC.145] 			
ORD.PC.231	Evidence-based training			
ORD.PC.240 (A)	Operation on more than one type or variant Procedures or operational restrictions for operation on more than one type or variant			
ORD.PCA.245 (c)	Alternative training and qualification programme (ATQP) Right Crew Training and Qualification Proficiency			
ORD.PCA.245 (A)	Alternative training and qualification programme (ATQP) Extension of the validity periods of the checks in ORD.PC.240 (after 3 years of operating with ATQP)			
Cabin Crew Training Programmes				
ORD.CC.100 (d)	Number and composition of cabin crew Non-commercial operation with MOPS2 >19, without Cabin Crew			
ORD.CC.215 (A)	Training and checking programmes and related documentation Training and checking programmes incl. syllabi <ul style="list-style-type: none"> Initial training course [ORD.CC.145] Aircraft type specific training and operator conversion training [ORD.CC.146] Differences training [ORD.CC.147] Familiarisation [ORD.CC.148] Recurrent training [ORD.CC.149] Refresher training [ORD.CC.145] 			



List of Approvals (LoA)

Reference	Approval	Date of Initial	Date of latest amendment	Manual Reference
	<ul style="list-style-type: none"> Senior cabin crew member [ORD.CC.200 (d)] Single cabin crew member operations - (c) additional training elements [ORD.CC.200 (c)] 			
ORD.CC.220 (A)	Operation on more than one aircraft type or variant Assignment to operate on four aircraft types			
Flight Operations Officer/Flight Dispatcher				
ORD.POO.FD.100 (A)	Flight Operations Officer Initial Training Programmes under AOC Holder			
ORD.POO.FD.110 (b)	Operator Conversion (Operator-Specific) Training Training programme and syllabus			
Flight and Duty/Time Limitations and Rest Requirements				
ORD.PT.115	Flight time specification schemes			
Operational Air Transport				
CAT.GEN.MPA.161	Use of electronic flight bags (EFB)			
CAT.GEN.MPA.165	Carriage of weapons of war and munitions of war			
CAT.GEN.MPA.200	Transport of dangerous goods			
CAT.DMPA.110 (d)	Aerodrome operating minima Method used by the operator to establish aerodrome operating minima			
CAT.DMPA.115 (A)	Approach flight technique - aeroplanes Approval for a particular approach not flown as stabilised approach			
CAT.DMPA.115 (B)	Approach flight technique - aeroplanes Approach flight technique other than Continuous Descent Final Approach (CDFA)			
CAT.DMPA.125 (c)	Instrument departure and approach procedures use of procedures other than those established by the state of aerodrome			
CAT.DMPA.130	Maximum distance from an adequate aerodrome for two-engine aeroplanes without an ETOPS Approval (Approval for up to 180min)			
CAT.DMPA.135 (B)	Establishment of minimum flight altitudes Method for establishing minimum flight altitudes			
CAT.DMPA.180 (c)	Fuel/energy scheme - aeroplanes The fuel/energy scheme and any change to it shall require prior approval by the CAAT			
CAT.DMPA.182 (d)(1)	Fuel/energy scheme - aerodrome selection policy - aeroplanes use of an isolated aerodrome as destination aerodrome.			
CAT.DMPA.200 (c)	Special refuelling or defuelling of the aircraft Any special refuelling or defuelling procedures and any change to them shall require prior approval by the competent authority.			
CAT.DMPA.210 (b)	Minimum flight altitudes Procedures to descend below specified minimum flight altitude			




List of Approvals (LoA)

Reference	Approval	Date of Initial	Date of latest amendment	Manual Reference
CAT.DMPA.312 (c)	EVS 200 operations Training & checking program on using of EVS to conduct EVS 200 operation			
CAT.DMPA.320 (d)	Aeroplane categories application of lower landing mass - for a lower category			
CAT.POLA.200	Approval of operations with increased bank angles			
CAT.POLA.205	Approval of steep approach operations (15 degrees or more)			
CAT.POLA.210	Approval of short landing operations			
CAT.POLA.225	Approval of reduced required landing distance operations Operations requiring Specific Approval (SPA)			
SPA.PRN.105	PRN operational Approval (RNP AR APCH, RNP 0.3 (4))			
SPA.MPS.105	MPS operational approval (NAT-HLA)			
SPA.RV.105	RVW operational approval			
SPA.LV.105 (A)	Low Visibility Operations - Take off			
SPA.LV.105 (B)	Low Visibility Operations - Approach			
SPA.LV.105 (C)	Low Visibility Operations - Operations with operational ceiling			
SPA.ETD.105	ETDPS operational approval			
SPA.DG.105	Approval to transport dangerous goods			
SPA.SET-MC.105	SET-MVC operations approval			
SPA.EFB.100 (A)	Use of electronic flight bags (EFB)			
SPA.EFB.100 (B)	Use of type 2 EFB application			

The CAAT hereby confirms the validity of this list of approvals

Veera Cheevaidarakul,
Flight Operations Standards Department Manager (12)

List of Approval (LoA)

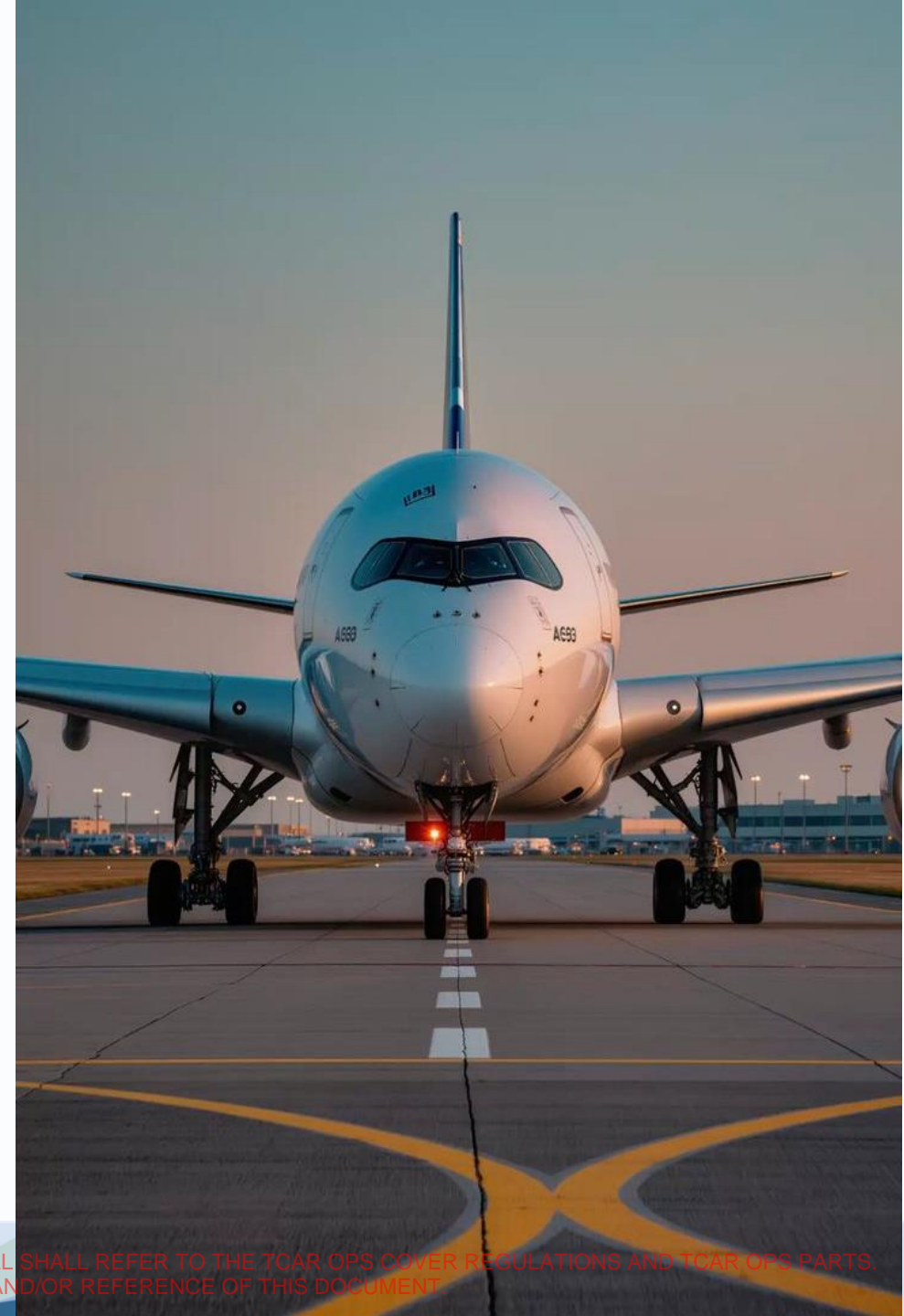
		List of Approvals (LoA)		
Name of Organisation	ABC Airways			
Certificate:	CAAT.LOA.AOC.0099.0001			
Date of Issue:	31 December 2025			
<p>The following approvals are valid for certificate of the organization listed above. The validity for the various aircraft registrations is indicated in the attachment to the operations specification (OPS SPEC) or the list of specific approval, as applicable. This list supersedes all previously issued approvals.</p>				
Reference	Approval	Date of initial	Date of latest amendment	Manual Reference
General Requirement				
ORO.GEN.110 (j)	Operator responsibilities Dangerous Goods training programmes	DD MM YYYY	DD MM YYYY	<ul style="list-style-type: none"> Operations Manual Part D, Iss:XX Rev:XX, Ch:XX, Items XX, XXX, XXX
ORO.GEN.120 (d)	Means of compliance Implementation of alternative means of compliance: AMOC			
ORO.GEN.130 (a)	Changes related to an AOC holder Affecting the scope of the AOC or the Operation Specification;			
ORO.GEN.130 (c)	Procedure for the management of changes not requiring prior approval.			
ORO.GEN.200 (a)(1)(i)	Management system Lines of responsibilities and accountabilities;			
ORO.GEN.200 (a)(1)(ii)	Management system Safety policy			
ORO.GEN.210 (a)	Personnel requirements Accountable Manager (AM)			
ORO.GEN.310 (b)(c)	Use of aircraft listed on an AOC for non-commercial operations and specialised operations Operational Control / Handover procedures when used by other operator.			

The date of approval for each item is specified, including the relevant manual reference.

Break



CAAT Response to Questions from AOC



1. Could you please clarify the criteria applied in determining both the appropriate surveillance intervals and the number of surveillance activities to be conducted?

2. Questions related to Surveillance Plan 2026 and Risk-Base.

- Could you please clarify the criteria applied in determining both the appropriate surveillance intervals and the number of surveillance activities to be conducted?
- When will CAAT schedule the demonstration and inspection phase for the operator regarding the TCAR OPS transition plan?
- How does CAAT assess the risk level to determine the periodic base audit for the year 2026 Surveillance Program?

Ans: Refer to the Surveillance Plan and Risk-Based Methodology

3. Will the surveillance plan include the timeframe for the new AOC issuance?

Ans: The Surveillance Plan does not include the timeframe for issuing a new AOC; the timeframe will depend on the completion of all scope of surveillance activities and the closure of all findings

4. In 2025, the operator was audited using TCAR-OPS checklists in most of the scope, will our new AOC be issued sooner or will all AOC holders be issued AOCs at the same time?

Ans: The new AOC will be issued after surveillance has been completed in all scopes in accordance with the Year 2026 Surveillance Plan, including the closure of all findings within the specified timeframe.

As most scopes have already been verified through surveillance using TCAR checklists, the time required in 2026 may be reduced as the main objective in 2026 is to follow-up on previous findings and verify implementation.

5. สำหรับสายการบินที่อยู่ระหว่าง TCAR Transitions การตรวจสอบประจำปี สามารถตรวจใน AREA พร้อมกันทั้ง TCAR และ AOCR ได้หรือไม่

Ans: Under the TCAR OPS Transition Plan:

- *For scopes where the manuals have already been approved and accepted, surveillance for 2026 will be conducted in accordance with TCAR OPS regulations.*
- *For scopes where the manuals have not yet been approved/accepted under TCAR OPS, the Air Operator must proceed with developing and/or revise all operations manuals and compliance monitoring program in accordance with TCAR Cover Regulations.*

An AOC under TCAR OPS can only be issued once all scopes have been fully verified in accordance with TCAR OPS Regulations.

6. ทางบริษัทฯ มีแผนที่จะ implement TCAR operation procedure ในช่วงต้นปี โดยคาดว่าจะใช้เวลา 1-3 เดือน ซึ่งมีโอกาสที่จะซ้อนทับกับ surveillance interval ซึ่งเข้าใจว่าจะตรวจ scope TCAR ทาง CAAT มีแนวทางอย่างไรเพื่อจะไม่ให้เกิด Non-conformity ที่จะเกิดขึ้นจากการตรวจสอบ surveillance ในระหว่างที่บริษัท กำลัง implement procedure ตามแผน Transition ที่ได้นำเสนอไว้

Ans: During surveillance, if there is any non-compliance with TCAR OPS Regulations or the approved manuals is identified, the inspector will initially assess the issue against the operator's implementation plan.

- *If the relevant scope the implementation timeline specified in the implementation plan, the non-compliance will be issued as a finding against TCAR OPS.*

7. Surveillance Programme 2026 – Integration with Audit Cycle

Could CAAT provide guidance on how the updated TCAR surveillance oversight model will be integrated into the operator's internal audit programme?

Specifically, should the operator adjust its risk-based audit cycle to mirror the new CAAT monitoring framework?

Ans: The surveillance plan will be conducted in accordance with CAAT's established plan.

Internal Audit Cycle

The Compliance Monitoring Program should be designed appropriate to the complexity of the operator, with audit frequency and scope reflecting its operational scale and risk profile.

Risk-Based Approach Considerations

CAAT's risk-based criteria are national-level indicators used to calculate oversight across multiple airlines with different characteristics. As such, certain criteria may not be directly applicable to a single airline's specific operations.

Operators adopting a risk-based approach should establish criteria that are appropriate and specific to their own operations in order to achieve suitable risk levels and meaningful outcomes.

8. What is the TCAR OPS Transition plan before current AOC expires in October 2026?

Ans: In cases where an AOC expires in October 2026, the operator should submit the renewal application documents in accordance with the renewal process. The AOC shall eventually be issued under TCAR OPS regulations as required in the Cover Regulations. The operator should complete the renewal process, including the transition to TCAR OPS, before the AOC expires.

If the operator is unable to complete TCAR OPS transition before the AOC expires, they may renewal under regulation before the entry into force of TCAR OPS.

9. การทำ AOC Variation ในระหว่างการรอ ออกใบ AOC certificate แบบ TCAR ซึ่งจะมีผลอย่างไร หากทำการเพิ่มคุณสมบัติต่างๆ ทั้ง add fleet หรือ add scope.

Ans: Before the TCAR OPS AOC is issued:

- *Variations may be processed in accordance with the current established procedures;*
- *The applicable regulation for variations is TCAR OPS.*

10. Internal Audit Requirement Before Transition

Does the operator still need to perform an internal audit against TCAR OPS before fully transitioning from AOCR to TCAR OPS and before inviting CAAT for Surveillance Program 2026?

Ans: Cover Regulation to TCAR OPS Iss.02 Rev.00, Article 12, Item (1)(b), specifies that the Compliance Monitoring Program must be completed no later than 30 September 2026 to demonstrate full compliance with TCAR OPS. Therefore, operators must conduct an internal audit to fully transition to TCAR OPS.

Article 12 - Management system

- (1) CAT operators approved before the entry into force of this cover regulation and corresponding TCAR OPS Parts shall comply with the following requirements during the transition period:
 - (a) Personnel involved in compliance monitoring shall have received a training to TCAR OPS provisions, accepted by the CAAT, before submission of any TCAR OPS compliance data or 30 April 2024, whichever occurs first;
 - (b) The compliance monitoring programme of the 12 months preceding the planned operator compliance date shall be implemented using the detailed requirements contained in this cover regulation and TCAR OPS Parts. Such programme shall be completed no later than **30 September 2026** to demonstrate the full compliance with TCAR OPS.
 - (c) Documents submitted to the CAAT to demonstrate compliance to this cover regulation and corresponding TCAR OPS Parts, in particular, the operations manual, 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 and TCAR OPS Parts.

Standards Department (OPS)

11. Clarification on Effective Dates Related to Training Program Updates

For TCAR OPS-driven changes affecting training programs (Flight Crew, Dispatch, SMS, QA), are operators required to implement training immediately upon approval of the revised manuals, or is a grace period allowed prior to full implementation?

Ans:

- *No requirement for immediate implementation after approval of revised training manuals*
- *If implementation cannot commence immediately, the effective date or implementation start date may be specified in the relevant manual sections in advance, and in accordance with the operator's transition timeline*
- *Training may then be implemented accordingly, with personnel training completion required within the timeframe specified in:*
 - ✓ *Applicable TCAR OPS Cover Regulation (Article 14–19)*
 - ✓ *Operator's transition plan for each type of training*

12. Operations Manuals Effective Date & Issue/Revision Numbers

The operator stated in the TCAR OPS Transition Plan that our Operations Manuals (OM-A, OM-B, OM-C, OM-D, and FDM) will become effective on 1 January 2026. Could you please advise how we should reset the issue and revision numbers for OM-A, given that Chapter 7 (FTL) and Chapter 9 (DG) have already been effective since 2025?

Ans: The control of Operations Manuals' effective dates & issue/revision numbers should be implemented according to:

- *the operator's planned transition timeline, and*
- *under the operator's document control procedures.*

13. MEL Approval Status

The MELs appear to be the last manuals that cannot easily become effective, even though we have submitted the IDE to OPS and CAAT OPS has raised no objections to approving our MELs.

Ans: As stated earlier in the session,

- **For MEL**

*Operators are requested to submit the latest version of MEL (TCAR version) via EMPIC for CAAT approval **ASAP**.*

- **For IDE**

*Operators who have not submitted IDE (listed by 1 form/individual aircrafts) are requested to submit via EMPIC within **14 February 2026** for CAAT approval.*

Remark: Submit MEL and IDE via EMPIC Job TCAR OPS Transition

14. การปฏิบัติงานด้าน Airworthiness ควบคู่กับ การ Implementation TCAR OPS ควรออกมาในลักษณะอย่างไร

Ans:

- **Before 3 December 2026, the operators shall implement according to:**
 - ✓ AOCR Chapter 9 (excludes item 2.7, 20, 21, 29, and 33) and related Appendices
 - Appendix I, P, W, Y, AA, AB, AC, AE, and AF
 - ✓ AOCR Chapter 12 (for aeroplane) and HOR Chapter 6 (for helicopter)
 - ✓ AOCR Chapter 13 (for aeroplane) and HOR Chapter 9 (for helicopter)

- **From 3 December 2026 onwards, the next applicable Airworthiness regulation will be transposed from AOCR (during transitional period to TCAR AIR regulation)**

15. Request TCAR OPS Audit Checklist, Request TCAR PEL and AIR checklist

Ans: Currently, the Audit/Inspection checklists for OPS & AIR can be accessed and downloaded from the CAAT website https://www.caat.or.th/certificate_license/192446/

Note: The link to PEL checklists will be added soon to the same page.

16. What is the plan regarding synchronization with TCAR-PEL which is not fully enforced at this time?

Ans: CAAT recognizes that TCAR-PEL implementation is still in a transitional phase, and therefore: Interim alignment measures will be applied between TCAR-OPS and TCAR-PEL to ensure continuity of operations. Existing approved licensing, training, checking, and recency arrangements will continue to be accepted where they are:

- *Equivalent to ICAO standards*
- *Not in conflict with TCAR-OPS safety objectives*
- *Full synchronization will be achieved through:*
 - *Phased enforcement of TCAR-PEL*
 - *Transitional provisions and exemptions where appropriate*
 - *Continued coordination between OPS and PEL functions*
 - *CAAT will approve the LPC & OPC Scenario, the operators is required to submit scenario starting from JAN 2027 onwards.*

17. Transition plan, HOFO (Helicopter Offshore Operations) and Part SPO subpart MCF (Maintenance check flight)

Ans:

- The **TCAR HOFO** inspection will be conducted in July 2026.
- For **TCAR Part SPO MCF** has not yet been announced, so the existing procedure can still follow current regulation. TCAR OPS Part SPO is expected to be published within February 2026. Flight Crew qualification for TCAR Part SPO MCF has been granted credit according to Cover Regulation Art.14(a)

18. TCAR OPS Part SPO Implementation schedule 2026

Ans:

- Expected publication of TCAR OPS Part SPO within February 2026.
- TCAR OPS Part SPO will have a transition period of 3 years.

Q & A

Session



Thank You



Feedback & Questionnaire Form

“We appreciate your valuable feedback, which will be used for improvement in the next session.”