

Part I : Applicant's Information			
Name of Organisation (Training Provider):			
Applicable Type or Class Rating:			Date of Submitted: DD – MMM – YY
Prior Approval	Type of Submission ☐ Initial ☐ Amendment	Training Location ☐ Inside Kingdom of Thailand ☐ Outside Kingdom of Thailand	How the training is to be delivered ☐ Classroom Delivery ☐ Flight Training ☐ Other (specify).....
Coordinator Name/ contact: Mr. XXX YYYY/ email			
I hereby confirm that: ☐ All supporting documents required by the application form have been attached and submitted along with this application.			
Please ensure that • Reference in the applicable Training Program should be detail appropriate with training materials • Organisation declaration and signature in the first page must be signed • The checklist is submitted along with the application form (CAAT-PEL-TO-087: Application for Landing Training Approval Outside an ATO or AOC Organisation (For SP Aircraft)).			
Declaration and Signature the information provided in this form is complete and correct and that the documents provided are genuine. Signature: Training Provider Representative's Name:..... Date:.....			

Part II						Competent Official Use Only			
Check Submitted document									
No. of Attempt ☐ 1 st Attempt ☐ 2 nd Attempt ☐ 3 rd Attempt		Financial (If applicable) ☐ Invoice No..... Date:..... ☐ Receipt No..... Date:.....		This compliance check form has been verified by:			(If applicable) Under supervision of:		
				Signature			Signature		
				Name			Name		
				Date			Date		
Verification result: ☐ Accept ☐ Reject									
Instructions: 1. The applicant, for the purpose of this checklist, refers to the training provider or individual instructor responsible for providing landing training for the applicable class or type rating. 2. The applicant shall conduct a self-assessment as part of the compliance check by referencing relevant sections of the training manual or related document in the column titled “Compliance Checked by Applicant.” 3. Each checklist item must be assessed and assigned a result as follows: (a) Satisfactory – Provided content is complete, valid, and compliant with applicable requirements. (b) Unsatisfactory – Provided content is insufficient, unclear, or includes impractical or non-operational procedures that do not reflect actual practices. (c) Not Applicable – Indicate as “N/A” where appropriate. 4. Indicate the result by placing an “X” in the corresponding checkbox. 5. Provide clear and specific details under each subtopic/content area as applicable. 6. In the case of an amendment, non-applicable checklist items may be greyed out by the applicant.									

Part III: Compliance Verification										
No.	Regulatory Requirement(s)		Compliance checked by Applicant				CAAT Officials Use Only			
	Subject	Description	Yes	No	N/A	Reference (Manual/Section/ Topic No./Page)	Applicant's Remark	S	U	Remark
1	The aim of the course	A statement of what the student is expected to do as a result of the training.								
		The level of performance that must be obtained after the course.								
		The training constraints to be observed (i.e. time constraint).								
2	Pre-entry requirements	Specific applicant qualification before course commencement								
		Skill Test: The skill test may be conducted in an FFS and may be completed before the flight training on the aircraft.								
3	Training Syllabus	Training Syllabus in accordance with AMC2 ORA.ATO.125(k) and TCAR PEL Part FCL, Appendix 9, A.17(c)								
		Class Rating Landing Training Syllabus								
		The training shall include flight training on the actual aircraft including at least 6 take-offs and landings.								
		Type Rating Landing Training Syllabus								
		at least four landings in the case of MPAs (or single-pilot high-performance complex aeroplanes (SP HPAs)) where the student pilot has more than 500 hours of MPA experience (or SPA experience) in aeroplanes of similar size and performance or, in all other cases, at least six landings;								
		at least one full-stop landing; and								
		one go-around with all engines operating.								
	The applicant shall provide a flight safety manual or equivalent documentation related to the base training. This document must include comprehensive information regarding the meteorological conditions under which the training will be conducted, specifications of the intended airport (including runway characteristics and lighting), the procedures for conducting training exercises, and flight crew coordination. Particular emphasis should be placed on crew cooperation in the event of an actual system failure. As a recommended best practice, the presence of a safety pilot occupying the jump seat during the base training is advised to enhance operational safety and provide additional oversight.									

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4	Instructor Qualification	Instructor Requirement for Landing Training								
		Hold a valid pilot licence issued by the Civil Aviation Authority of Thailand (CAAT) or an acceptable Civil Aviation Authority (CAA). (For foreign instructors holding a non-Thai licence conducting training within the Kingdom of Thailand, a validated licence or evidence of validation must be provided)				As attached to application form				
		Hold a valid medical certificate with no Operational Multi-pilot Limitation (OML), issued by a medical institution certified by the CAAT or an associated CAA.								
		Hold a valid class or type rating for the applicable aircraft type on which instruction is to be provided.								
		Hold a valid TRI/CRI/FI certificate or an equivalent instructor certificate/rating that includes privileges to conduct landing training								
		Where applicable, have received appropriate training on the operator's standard operating procedures (SOPs) relevant to take-off and landing procedures prior to delivering the training.								
		Have recent experience in landing training, as determined and documented by the operator in accordance with their internal policy or procedures.								
5	Operational Requirement	In cases where the training is conducted within the territory of the Kingdom of Thailand, aircraft operations shall comply with the applicable operational requirements, as appropriate.								
		Prevailing and forecast weather conditions must support the safe and effective conduct of landing training. Adequate visibility, cloud ceiling, wind limits, and surface conditions should be within the acceptable limits specified in the training syllabus and aircraft operations manual. Additionally, consideration should be given to potential weather variability during the training period to ensure continuity and mitigate operational risk.								
6	Safety Requirement	The training provider shall ensure that appropriate emergency and safety procedures are established and communicated prior to the conduct of landing training. This includes, but is not limited to:								
		Emergency procedures applicable to the type of training and aircraft;								
		Pre-flight safety briefing covering abnormal and emergency scenarios;								

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7		Defined actions and responsibilities of the safety pilot (if applicable), particularly in support of the pilot undergoing training;								
		Clear coordination protocols between all crew members during training, including communication procedures in the event of system failures or operational deviations;								
		Use of appropriate checklists and decision-making protocols in simulated or actual abnormal conditions.								
	Aerodrome and Runway	The runway must be of sufficient length and surface type (e.g., paved, dry, or wet) to accommodate the aircraft's performance requirements. Particular attention should be given to ensuring adequate safety margins, as runway usage during touch-and-go operations may differ from that of standard take-off procedures.								
		Particularly critical for base training in multi-engine complex aircraft or jets.								
		Runway lighting and markings are required if the landing training is conducted at night. Daytime operations are preferable whenever possible to enhance safety and visibility, particularly during initial landing training phases.								
		Shall comply with ICAO Annex 14 standards.								
		<i>Note: As the trainee has recently completed training in a Flight Simulation Training Device (FSTD), the objective of the landing training is to provide the opportunity to experience and adapt to the handling characteristics of the actual aircraft—particularly during take-off and landing phases. Accordingly, the selection of runway and training period should support a safe and effective transition from simulated to real-world operational environments.</i>								
		Presence of Air Traffic Control (ATC) and applicable services (e.g., tower, approach) to manage training operations safely.								
		Adequate MET information (e.g., METAR, TAF, ATIS) must be available to assess training conditions.								
	The airport should have a clear obstacle environment suitable for training, especially for approach and missed approach manoeuvres.									

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		Adequate fire and rescue services (ARFF) appropriate to the aircraft category must be present.								
		The operating environment should support the safe and efficient execution of repeated circuits, touch-and-go landings, and go-around maneuvers, and full-stop landing. Even the landing training does not include abnormal and emergency situation, the operator procedure must enable the instructor to cope with abnormal or emergency situations that may arise during training. Additionally, air traffic density should be manageable to permit multiple approaches and landings without significant delays, which is particularly critical for circuit or touch-and-go operations.								
8	Aircraft Documentation	Valid Certificate of Airworthiness is available								
		Valid Certificate of Registration is available								
		Flight and maintenance records are complete and up to date								
		No deferred defects that would affect landing training								
		MEL is available and approved								
		Weight and balance data are current and available								
		Latest Pilot's Operating Handbook (POH) or AFM								
		Compliance with mandatory Airworthiness Directives (ADs) is documented								
For CAAT	Training Observation	The training observation may be required by CAAT where it's considered as necessary to ensure effectiveness and compliance with the regulation.						Training observation to be conducted?		
	Remark	☐ Yes ☐ No								

Reference: TCAR PEL Part FCL, Appendix 9, A.17(c).
TCAR PEL Part ORA, AMC2 ORA.ATO.125(k).