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The Civil Aviation Authority of Thailand

Cover Regulation to TCAR PEL – Personnel Licensing Part – ATCO (TCAR PEL Part - ATCO)

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Approved By

Air Chief Marshal

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Director General
The Civil Aviation Authority of Thailand

THAILAND CIVIL AVIATION REGULATION (TCAR)

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LIST OF EFFECTIVE PAGES

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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, the CAAT issued detailed requirements contained in this "TCAR PEL Part ATCO" regulation as well as in TCAR ATCO 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 Personnel Licensing Part Air Traffic Controller Licensing (TCAR PEL Part - ATCO) regulation" as well as in TCAR PEL Parts.

INTRODUCTION AND APPLICABILITY

In this publication the word ‘must’ or ‘shall’ is used to indicate where the Director General requires the Organisation, owner or operator to respond to and comply with, or adhere closely to, the defined requirement.

If the Organisation’s/owner’s/operator’s 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.

SECTION I –Principles

Article 1 Subject matter and scope

1. This Regulation lays down detailed rules for:

(a) the conditions for issuing, suspending and revoking air traffic controllers and student air traffic controllers' licences, associated ratings and endorsements, and the privileges and responsibilities of those holding them; and

(b) the conditions for validating revalidating, renewing and using such licences, ratings, endorsements and certificates.

2. This Regulation shall apply to student air traffic controllers; air traffic controllers; and persons and organisations involved in the licensing, training, testing, checking and assessment of applicants according to this regulation

Article 2 Compliance with requirements and procedures

1. The student air traffic controllers, the air traffic controllers and the persons involved in the licensing, training, testing, checking and assessment of applicants referred to in Article 1 shall be qualified and licensed in accordance with the provisions of this regulation by CAAT

Article 3 Provision of air traffic control services

Air traffic control services shall only be provided by air traffic controllers qualified and licensed in accordance with this Regulation.

Article 4 Definitions

For the purposes of this Regulation, the following definitions shall apply:

(1) ‘abnormal situation’ means circumstances, including degraded situations, which are neither routinely nor commonly experienced and for which an air traffic controller has not developed automatic skills;

(2) ‘acceptable means of compliance (AMC)’ means non-binding standards to illustrate means by which to establish compliance with relevant regulation.;

(3) ‘air traffic control (ATC) service’ means a service provided for the purpose of:

(a) preventing collisions:

— between aircraft, and

— in the manoeuvring area between aircraft and obstructions; and

(b) expediting and maintaining an orderly flow of air traffic;

(4) ‘air traffic control (ATC) unit’ means a generic term meaning variously, area control centre, approach control unit or aerodrome control tower;

(5) ‘alternative means of compliance’ means an alternative to an existing AMC or a new means to establish compliance with a regulation.

(6) ‘assessment’ means an evaluation of the practical skills leading to the issue of the licence, rating and/or endorsement(s) and their revalidation and/or renewal, including behaviour and the practical application of knowledge and understanding being demonstrated by the person being assessed;

(7) ‘assessor certificate’ means the authorisation indicating the competence of the holder to assess the practical skills of student air traffic controller and air traffic controller;

(8) ‘critical incident stress’ means the manifestation of unusual and/or extreme emotional, physical and/or behavioural reactions in an individual following an unexpected event, an accident, an incident or serious incident;

(9) ‘emergency situation’ means a serious and dangerous situation requiring immediate actions;

(10) ‘examination’ means a formalised test evaluating the person's knowledge and understanding;

(11) ‘guidance material (GM)’ means non-binding material developed by the CAAT that helps to illustrate the meaning of a requirement or specification;

(12) ‘ICAO location indicator’ means the four-letter code group formulated in accordance with the rules prescribed by ICAO in its manual 'DOC 7910' in its latest updated version and assigned to the location of an aeronautical fixed station;

(13) ‘language proficiency endorsement’ means the statement entered on and forming part of a licence, indicating the language proficiency of the holder;

(14) ‘licence’ means a document issued and endorsed in accordance with this Regulation and entitling its lawful holder to exercise the privileges of the ratings and endorsements contained therein;

(15) ‘on-the-job training instruction’ means the phase of unit training during which previously acquired job-related routines and skills are integrated in practice under the supervision of a qualified on-the-job training instructor in a live traffic situation;

(16) ‘on-the-job training instructor (OJTI) certificate’ means the authorisation indicating the competence of the holder to give on-the-job training instruction and instruction on synthetic training devices;

(17) ‘part-task trainer (PTT)’ means a synthetic training device to provide training for specific and selected operational tasks without requiring the learner to practise all of the tasks which are normally associated with a fully operational environment;

(18) ‘performance objective’ means a clear and unambiguous statement of the performance expected of the person undertaking the training, the conditions under which the performance takes place and the standards that the person undertaking training should meet;

(19) ‘provisional inability’ means a temporary state in which the licence holder is prevented from exercising the privileges of the licence when ratings, endorsements and his or her medical certificate are valid;

(20) ‘psychoactive substance’ means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas caffeine and tobacco are excluded;

(21) ‘rating’ means the authorisation entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence;

(22) ‘rating endorsement’ means the authorisation entered on and forming part of a licence, indicating the specific conditions, privileges or limitations pertaining to the relevant rating;

(23) ‘renewal’ means the administrative act taken after a rating, endorsement or certificate has expired that renew the privileges of the rating, endorsement or certificate for a further specified period subject to the fulfilment of specified requirements;

(24) ‘revalidation’ means the administrative act taken within the period of validity of a rating, endorsement or certificate that allows the holder to continue to exercise the privileges of a rating,

endorsement or certificate for a further specified period subject to the fulfilment of specified requirements;

(25) 'sector' means a part of a control area and/or part of a flight information region or upper region;

(26) 'simulator' means a synthetic training device that presents the important features of the real operational environment and reproduces the operational conditions under which the person undertaking training can practice real-time tasks directly;

(27) 'synthetic training device' means any type of device by which operational conditions are simulated, including simulators and part-task trainers;

(28) 'synthetic training device instructor (STDI) certificate' means the authorisation indicating the competence of the holder to give instruction on synthetic training devices;

(29) 'training course' means theoretical and/or practical instruction developed within a structured framework and delivered within a defined duration;

(30) 'training organisation' means an organisation which has been certified by CAAT to provide one or more types of training;

(31) 'unit endorsement' means the authorisation entered on and forming part of a licence, indicating the ICAO location indicator and the sector, group of sectors or working positions where the licence holder is competent to work;

(32) 'validation' means a process by which, through the successful completion of a unit endorsement course associated with a rating or a rating endorsement, the holder may start exercising the privileges of that rating or rating endorsement.

Article 5 Compliance with requirements and procedures

(1) The student air traffic controllers, the air traffic controllers and the persons involved in the licensing, training, testing, checking and assessment of applicants referred to in Article 1 shall be qualified and licensed in accordance with the provisions of this regulation by CAAT

(2) The organisations referred to in Article 1 shall be qualified in accordance with the technical requirements and administrative procedures laid down in this regulation and shall be certified by CAAT.

SECTION II – Requirement

Article 6 CAAT measures

(1) CAAT shall develop acceptable means of compliance (hereinafter called 'AMC') that organisations and personnel may use to demonstrate compliance with the provisions of the TCAR

(2) The AMC issued by CAAT shall neither introduce new requirements nor alleviate the requirements of the TCAR.

(3) When the acceptable means of compliance issued by CAAT are used, the related requirements of the TCAR shall be considered as met without further demonstration.

This Regulation shall be binding in its entirety and directly applicable in Thailand.

SECTION III – Provisions for the transition

Article 7 Entry into force and application

(1) This TCAR PEL Part ATCO shall enter into force on the day following their publication by the Government Gazette.

(2) This TCAR PEL Part ATCO shall be fully applicable and binding in their entirety from 3 years after the effective date of the Requirement of CAAT No. 45. Beyond this date, Air traffic controller licence, ratings and endorsements and Instructors and Assessors as well as corresponding training organization shall comply with the detailed requirements contained in this TCAR PEL Part ATCO and shall have obtained, from CAAT, the appropriate certificate, approval or authorisation issued in accordance with this TCAR PEL Part ATCO.

(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, air traffic controller licence, as well as corresponding training organisations shall comply with the provisions contained in this Section.

Article 8 Equivalence of regulations

(1) During the transition period, when compliance with the detailed requirements contained in this TCAR PEL Part ATCO has been demonstrated to CAAT, as appropriate,

(c) for a personnel licence, rating, endorsement or certificate;

(d) for a training programme or course air traffic controller licence, as well as corresponding instructors and assessors;

(e) for the training material and training means; and

(f) for the training and checking of personnel in charge of training;

It shall be considered by CAAT that compliance with corresponding requirements in regulations in force before the entry into force of this TCAR PEL Part ATCO, is also achieved.

Article 9 Transition of Air Traffic Controller Licence

(1) To continue exercising their privileges as Air traffic controller licence beyond 23 December 2028, application for conversion shall be made within 23 September 2028, holders of Thai national licences shall have their licence converted into a TCAR PEL Part ATCO.

(2) Existing Thai national licences, certificates, authorisations and/or qualifications issued by CAAT before the entry into force of this TCAR PEL Part ATCO shall only be converted into TCAR PEL Part ATCO by CAAT when the applicant has been found in compliance with the conditions for the conversion requirement set out by CAAT.

(3) An air traffic controller licence issued in accordance with the regulations in force before the entry into force of TCAR PEL Part ATCO may be converted into TCAR PEL Part ATCO licence provided that the applicant complies with the following requirements:

(a) Hold a valid Air Traffic Controller Licence issued in accordance with the regulations in force before the entry into force of TCAR PEL Part ATCO;

(b) Hold a valid Medical Class 3 certificate;

(c) Hold a valid language proficiency in English at least an operational level (level four) of language proficiency;

(d) Demonstrate knowledge of principles of flight; principles of operation and functioning of RPAS, engines and systems; performance relevant to air traffic control operations; and

(e) Demonstrate recent experience, the minimum number of hours for exercising the privileges of each unit endorsement shall not less than 12 hours on operational working positions or 18 hours in CAAT approved synthetic training device within 180 calendar days from the date of application.

Article 10 Transition of ATCOs' assessors and instructors

(1) Transition for assessors:

(a) To continue exercising the privileges of assessor beyond the 22 December 2026. Assessors shall have obtained an assessor certificate issued in accordance with TCAR PEL Part ATCO

(b) Assessor certificate issued in accordance with the regulations in force before the entry into force of TCAR PEL Part ATCO may be converted into TCAR PEL Part ATCO Assessor Certificate provided that the applicant complies with the following requirements:

(1) Hold a valid Air Traffic Controller Licence issued and unit endorsement in accordance with TCAR PEL Part ATCO or have successfully converted into TCAR PEL Part ATCO licence; and

(2) Hold a valid Assessor (Designated Air Traffic Controller Assessor) issued in accordance with the regulations in force before the entry into force of TCAR PEL Part ATCO.

(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 ATCO.

(b) On-The-Job Training Instructor (OJTI) certificate issued in accordance with the regulations in force before the entry into force of TCAR PEL Part ATCO may be converted into TCAR PEL Part ATCO OJTI Certificate provided that the applicant complies with the following requirements:

(1) Hold a valid Air Traffic Controller Licence and unit endorsement issued in accordance with TCAR PEL Part ATCO or have successfully converted into TCAR PEL Part ATCO licence; and

(2) Hold a valid On-The-Job Training Instructor (OJTI) certificate issued in accordance with the regulations in force before the entry into force of TCAR PEL Part ATCO.

Article 11 Prerequisites for Unit Training

(1) Provided that the requirements set out in points ATCO.B.001(e), ATCO.B.005(f) and ATCO.B.010(f) are met, unit training may be commenced by:

(a) a person holding an ATCO licence issued by CAAT before the entry into force of this TCAR PEL Part ATCO; or

(b) a person who successfully completed an initial training course relevant to the rating before the entry into force of this TCAR PEL Part ATCO.

Before commencing unit training, where CAAT determines that the initial training completed by a person referred to in paragraphs (a) or (b) does not fully satisfy the requirements for the relevant rating under this TCAR PEL Part ATCO, that person shall successfully complete additional training acceptable to CAAT.

For a person referred to in paragraph (a), the relevant unit endorsement shall be issued no later than 23 December 2028.

For a person referred to in paragraph (b), the ATCO licence and the relevant unit endorsement shall be issued no later than 23 December 2028.