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The Civil Aviation Authority of Thailand

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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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RECORD OF REVISIONS

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FOREWORD

Having regard to section 15/7 section 15/8 of Air Navigation Act, 14th Amendment B.E.2562, whereas the Civil Aviation Authority of Thailand (CAAT) shall have the duties and responsibilities for regulating and oversight on the Safety, Security and Facilitation of civil aviation in Thailand. In regulating and oversight civil aviation to promote sustainable development on civil aviation industry, The CAAT shall also proceed to comply with the Convention on International Civil Aviation, ICAO Annexes and International Standards.

Having regard to the Air Navigation Act and to the essential requirements for continuing airworthiness of aircraft laid down in this regulation, the CAAT issued detailed requirements contained in this "TCAR PEL Part-147" regulation as well as in TCAR PEL Part - 147.

By the virtue of 50/13 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 issue requirements under this Act. Furthermore, the act specified that the provisions relating to the procedures for issuance qualifications and characteristics of the applicant, period, renewal, suspension and revocation of Aviation Training Organization Certificate shall be prescribed in regulations, The Director General of Civil Aviation of Thailand, hereby issued detail regulations concerning the approval of Aircraft Maintenance Training Organisation involved in these tasks as detailed in TCAR PEL Part - 147.

SECTION I – INTRODUCTION AND PRINCIPLES

Article 1 – Introduction

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

If the Organisation's/owner's/operator's/ holder of a licence, certificate or authorisation response is deemed to be inadequate by the Director General, a specific requirement or restriction may be applied as a condition of the appropriate instrument to be issued under Thailand Civil Aviation Regulations.

Article 2 – Definitions

For the purpose of this Regulation, the following definitions apply:

(1) 'Acceptable means of compliance (AMC)' means non-binding standards adopted by the CAAT to illustrate means to establish compliance with the requirements of the regulations;

(2) 'Alternative means of compliance (AltMoC)' means those means that propose an alternative to an existing AMC or those that propose new means to establish compliance with the requirements of the regulations for which no associated AMC have been adopted by the CAAT;

(3) 'aircraft' means any machine that can derive support in the atmosphere from the reactions of the air other than reactions of the air against the earth's surface;

(4) 'certifying staff' means personnel responsible for the release of an aircraft or a component after maintenance;

(5) 'component' means any engine, propeller, part or appliance;

(6) 'continuing airworthiness' means all of the processes ensuring that, at any time in its operating life, the aircraft complies with the airworthiness requirements in force and is in a condition for safe operation;

(7) 'commercial air transport (CAT) operation' means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration;

(8) 'maintenance' means any one or combination of the following activities: overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of pre-flight inspection;

(9) 'organisation' means a natural person, a legal person or part of a legal person;

(10) 'pre-flight inspection' means the inspection carried out before flight to ensure that the aircraft is fit for the intended flight;

(11) 'LA1 aircraft' means the following manned European light aircraft:

(i) an aeroplane with a maximum take-off mass (MTOM) of 1,200 kg or less that is not classified as complex motor-powered aircraft;

(ii) a glider or powered glider of 1,200 kg MTOM or less;

(iii) a balloon with a maximum design lifting gas or hot air volume of not more than 3,400 m^3 for hot air balloons, 1,050 m^3 for gas balloons, 300 m^3 for tethered gas balloons;

(iv) an airship designed for not more than four occupants and a maximum design lifting gas or hot air volume of not more than 3,400 m^3 for hot air airships and 1,000 m^3 for gas airships;

(12) 'LA2 aircraft' means the following manned European Light Aircraft:

(i) an aeroplane with a Maximum Take-off Mass (MTOM) of 2,000 kg or less that is not classified as complex motor-powered aircraft;

(ii) a glider or powered glider of 2,000 kg MTOM or less;

(iii) a balloon;

(iv) a hot air ship;

(v) a gas airship complying with all of the following characteristics:
- 3 % maximum static heaviness,
- non-vectored thrust (except reverse thrust),
- conventional and simple design of structure, control system and ballonet system, and
- non-power assisted controls;

(vi) a Very Light Rotorcraft;

(13) 'LSA aircraft' means a light sport aeroplane which has all of the following characteristics:

(i) a Maximum Take-off Mass (MTOM) of not more than 600 kg;

(ii) a maximum stalling speed in the landing configuration (VS0) of not more than 45 knots Calibrated Airspeed (CAS) at the aircraft's maximum certificated take-off mass and most critical centre of gravity;

(iii) a maximum seating capacity of no more than two persons, including the pilot;

(iv) a single, non-turbine engine fitted with a propeller;

(v) a non-pressurised cabin;

(14) 'critical maintenance task' means a maintenance task that involves the assembly or any disturbance of a system or any part on an aircraft, engine or propeller that, if an error occurred during its performance, could directly endanger the flight safety;

(15) 'commercial specialised operations' means those operations subject to the requirements of Part-ORO, Subpart-SPO;

(16) 'Complex Motor-Powered Aircraft' (CMPA) shall mean:

(i) an aeroplane:

- with a maximum certificated take-off mass exceeding 5,700 kg, or
- certificated for a maximum passenger seating configuration of more than nineteen, or
- certificated for operation with a minimum crew of at least two pilots, or
- equipped with (a) turbojet engine(s) or more than one turboprop engine, or

(ii) a helicopter certificated:

- for a maximum take-off mass exceeding 3,175 kg, or
- for a maximum passenger seating configuration of more than nine, or
- for operation with a minimum crew of at least two pilots, or

(iii) a tilt rotor aircraft;

(17) 'limited operations' means the operations of other-than-complex motor-powered aircraft for:

(i) cost-shared flights by private individuals, on the condition that the direct cost is shared by all the occupants of the aircraft, pilot included and the number of persons sharing the direct costs is limited to six;

(ii) competition flights or flying displays, on the condition that the remuneration or any valuable consideration given for such flights is limited to recovery of direct costs and a proportionate contribution to annual costs, as well as prizes of no more than a value specified by the competent authority; Complex Motor-Powered Aircraft' (CMPA) shall mean:

Article 3 – Objective

(1) The principal objective of TCARs regulations is to establish and maintain a high uniform level of civil aviation safety in the Kingdom of Thailand.

(2) TCARs Regulations further aims to:

(a) contribute to the Thailand aviation safety policy and to the improvement of the overall performance of the civil aviation sector;

(b) facilitate the mutual recognition of goods, persons, services and capital, providing a level playing field for all actors in the ASEAN market, and improve the competitiveness of the Thai aviation industry;

(c) facilitate the movement of goods, services and personnel worldwide, by promoting the mutual acceptance of certificates and other relevant documents;

(d) promote cost-efficiency, avoiding duplication, and promoting effectiveness in regulatory, certification and oversight processes;

(e) promote, worldwide, the views of the Kingdom of Thailand regarding civil aviation standards and civil aviation regulations;

(f) support passenger confidence in a safe civil aviation.

Article 4 – Subject matter and scope

1. This Regulation lays down detailed rules for:

(a) the conditions for issuing, suspending and revoking

(b) the certification of aircraft maintenance engineer training organisations;

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

2. This Regulation shall apply to aircraft maintenance engineer; and persons and organisations involved in the licensing, training, testing, checking and assessment of applicants according to this Regulation

SECTION II – Requirement

Article 5 – Training organisation requirements

(1) Organisations involved in the training of personnel referred to in Article 5 of Cover Regulation to TCAR PEL Part-66 shall be approved in accordance with Part-147 to be entitled:

(a) to conduct basic training courses; and/or

(b) to conduct type training courses; and

(c) to conduct examinations; and

(d) to issue training certificates.

(2) Any maintenance training organisation approval issued in accordance with the previous requirements and procedures and valid at the time of entry into force of Regulation shall be deemed to have been issued in accordance with this Regulation.

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 the CAAT shall neither introduce new requirements nor alleviate the requirements of the TCAR.

(3) When the acceptable means of compliance issued by the 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-147 shall enter into force on the day following their publication by the Government Gazette.

(2) This TCAR PEL Part-147 shall be fully applicable and binding in their entirety from 31 December 2027. Beyond this date, Aircraft maintenance licence as well as corresponding training organization and personnel in charge of training or assessing shall comply with the detailed requirements contained in this TCAR PEL Part-147 and shall have obtained, from the CAAT, the appropriate certificate, approval or authorisation issued in accordance with this TCAR PEL Part-147.

(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, aircraft maintenance licence, as well as corresponding training organisations, and personnel in charge of training and checking 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-147 has been demonstrated to the CAAT, as appropriate,

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

(b) for a training programme or course Aircraft maintenance licence, as well as corresponding instructors and examiners;

(c) for the training material and training means;

(d) for the requirements applicable to Maintenance training in terms of organisation, management system, personnel, facilities as well as manuals, operating procedures and records;

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

(f) for the organisation and conduct of skill tests or assessment of competences of aircraft maintenance licence as well as corresponding instructors and examiners.

It shall be considered by the CAAT that compliance with corresponding requirements in regulations in force before the entry into force of this TCAR PEL Part-147, is also achieved.