สำนักงานการบินพลเรือนแห่งประเทศไทย
The Civil Aviation Authority of Thailand

Guidance Material for Aircraft Type Training (Theoretical and Practical)

CAAT-GM-AIR-508

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Approved by

Air Chief Marshal

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Director General of the Civil Aviation Authority of Thailand

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Abbreviations

Abbreviations	***Meaning***
AMC to TCAR AIR Part – 145	Acceptable Means of Compliance to Thailand Civil Aviation Regulation – Airworthiness Part Repair Station Certificate Requirements (TCAR AIR Part – 145)
AMC/GM to TCAR PEL Part - 66	Acceptable Means of Compliance and Guidance Material to TCAR PEL Part – 66
AMC/GM to TCAR PEL Part - 147	Acceptable Means of Compliance and Guidance Material to TCAR PEL Part – 147
AMO	Approved Maintenance Organisation
AMTO	Approved Maintenance Training Organisation
CAAT	The Civil Aviation Authority of Thailand
C/S	Certifying Staff
GM	Guidance Material
MOE	Maintenance Organisation Exposition
S/S	Support Staff
TCAR AIR Part - 145	Thailand Civil Aviation Regulation – Airworthiness Part Repair Station Certificate Requirements (TCAR AIR Part – 145)
TCAR PEL Part – 66	Thailand Civil Aviation Regulation - Personnel Licensing Part Aircraft Maintenance Engineer Licence (TCAR PEL Part - 66)
TCAR PEL Part – 147	Thailand Civil Aviation Regulation – Personnel Licensing Part Approved Aircraft Maintenance Training Organisation (TCAR PEL Part – 147)

Definitions

Term	*Definition*
Aircraft type training	An aircraft type training is made up of two parts: - the theoretical element is composed by theoretical training and examination; - the practical element is composed by practical training and assessment. Depending on the previous type training received, the type training for a new aircraft to be endorsed in a TCAR AIR Part-145 C/S-S/S individual authorisation may take the form of: - the full aircraft type training or; - difference(s) type training under the conditions specified in the “Guidance Material for Aircraft Type Training (CAAT-GM-AIR-508”.)

Record of Amendments

Issue	Revision	Date	Amendment Summary
01	00	09 -OCT-2026	First Issue regarding the Thailand Civil Aviation Regulation – Airworthiness Part Repair Station Certificate Requirements B.E. 2569 (2026) (TCAR AIR Part - 145) and Notification of the Civil Aviation Authority of Thailand on Acceptable Means of Compliance: AMC to Thailand Civil Aviation Regulation – Airworthiness Part Repair Station Certificate Requirements (AMC to TCAR AIR Part - 145)

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0. Introduction

0.1 Background

The Civil Aviation Authority of Thailand (CAAT) is the Competent Authority for maintenance organisations that are involved in the maintenance of Thai registered aircraft and components intended for fitment thereto as established by TCAR AIR Part-145, 145.A.1 General. CAAT is therefore responsible for the final approval of these maintenance organisations and for establishing procedures detailing how TCAR AIR Part-145 applications and approvals are managed.

This Guidance Material (GM) is applicable to TCAR AIR Part-145 applicants and TCAR AIR Part-145 maintenance organisations regardless of whether their principal place of business is located within Thailand or other countries. The provisions of this GM are complementary to the maintenance organisation certification requirements detailed in TCAR AIR Part-145 and do not supersede or replace any associated regulatory requirements

0.2 Purpose

The purpose of this GM is to provide guidance regarding key elements, which must be considered as minimum requirements in order to comply with TCAR AIR Part – 145, when the maintenance organisation is evaluating aircraft Certifying Staff (C/S) and Support Staff (S/S) type training for the purpose of an initial issuance or renewal of a TCAR AIR Part – 145 C/S-S/S individual authorisation.

0.3 Associated Instructions

CAAT has developed associated provisions (guidance, forms, and templates) that detail specific matters, which need to be considered as an integral part of this GM. This information is available on the CAAT Web Site (www.caat.or.th). For further communication, you can contact CAAT via air-amo@caat.or.th.

0.4 Reference

- Air Navigation Act B.E. 2497
- Requirements of the Civil Aviation Authority of Thailand Issue 2 on Repair Station Certificate
- Requirements of the Civil Aviation Authority of Thailand Issue 5 on Foreign Repair Station Certificate
- Thailand Civil Aviation Regulation – Airworthiness Part Repair Station Certificate Requirements (TCAR AIR Part – 145) B.E. 2569
- Acceptable Means of Compliance to Thailand Civil Aviation Regulation – Airworthiness Part Repair Station Certificate Requirements (TCAR AIR Part – 145) B.E. 2569
- Thailand Civil Aviation Regulation – Personnel Licensing Part Aircraft Maintenance Engineer Licence (TCAR PEL Part – 66) B.E. 2567
- Acceptable Means of Compliance and Guidance Material to TCAR PEL Part – 66 B.E. 2567
- Thailand Civil Aviation Regulation – Personnel Licensing Part Approved Aircraft Maintenance Training Organisation (TCAR PEL Part – 147) B.E. 2568
- Acceptable Means of Compliance and Guidance Material to TCAR PEL Part – 147 B.E. 2568

1. Aircraft Type Training

1.1 Theoretical type training and examination

1.1.1 Training received from AMTO approved by CAAT or approved according to a standard acceptable to the CAAT

When the theoretical type training has been received and examination passed in an AMTO approved by CAAT or approved according to a standard acceptable to the CAAT the relevant certificate of recognition is produced, the proposed A/C C/S and S/S are considered compliant with the theoretical element of the type training requirements addressed in the TCAR AIR Part-145 Appendix IV paragraph 1.(e) (f) without further need of investigation

1.1.2 Training not received from AMTO approved by CAAT nor approved according to a standard acceptable to the CAAT (i.e. EASA Part-147, Transport Canada CAR STD 566, FAA 14 CFR Part 147)

Aircraft type training can only be delivered by a CAAT Approved Maintenance Training Organisation or as directly approved by CAAT or by ATO approved by standard that accepted to CAAT.

However, in exceptional cases as defined in the Annex I of this Guidance Material, there's possibility to accept C/S and S/S having received the theoretical element of the type training not completed in an AMTO approved by CAAT nor approved according to a standard acceptable to the CAAT, may be considered.

The maintenance organisation shall demonstrate to the assigned inspector that the syllabus, the level and the examination standard for the theoretical element of the type training are compliant to the syllabus and the level of Appendix III (TCAR PEL Part – 66) thru the Foreign AMO Type Training Acceptability Evaluation Form (PEL-FM-066) according to the procedure identified in the MOE or CAAT MOE supplement.

a) Detailed procedure

The procedure shall describe how the type training is delivered (i.e. classrooms, training equipment, instructors qualifications, Training Need Analysis etc.) meeting the requirements of TCAR PEL Part – 66 and TCAR PEL Part –147, as appropriate

b) Course content and duration.

The compliance of the course content and duration shall be demonstrated by:

- verifying that the theoretical training tuition hours are at least equivalent to minimum ones addressed in the TCAR PEL Part – 66 Appendix III paragraph (3) (c);
- verifying that both content and duration are justified through a comprehensive Training Need Analysis as described in TCAR PEL Part – 66 Appendix III.

c) Course provider

Evidence needs to be in place that the following elements are addressed/described by the course provider:

- the teaching methods and instructional equipment;
- the material and documentation provided to the student (Assess where possible if the training documentation/ material came from a reputable source);
- the qualification of instructors and examiners;
- the documentation and records provided to the student to justify the satisfactory completion of the training course and related assessment

d) Category of type training

Make sure that the Licensed Aircraft Engineers have completed type training:

- related to the scope of the national license (e.g. avionic = avionic type training course and not Airframe/power plant);
- related to the scope of the CAAT Part-145 C/S-S/S individual authorisation.

e) Examination

Review, the examination paper and assess the multi choice questions (number of multi choice questions per hour of training, pertinence of the questions). And verification that:

- the individual training course certificates and the associated examination results are available;
- verification that the exam result is at least equivalent to TCAR PEL Part – 66 Appendix III paragraph (4) requirements.

1.1.3 Check list for theoretical type training, examination in a non-approved CAAT AMTO nor approved according to a standard acceptable to the CAAT (i.e. EASA Part-147, Transport Canada CAR STD 566, FAA 14 CFR Part 147)

Certifying Staff Name:	**Purpose of the review** ☐ Initial grant ☐ Extension	**Intended scope of CAAT C/S-S/S individual authorisation:** *CAAT Category A", "B1", "B2" or "C"*	**A/C type:**

	CAAT PART-145 regulation / Requirements	**Checked & compliant**	**Reference of the document provided**	**Additional comments**
Type training procedure	Is there a detailed procedure describing how the type training is delivered (i.e. classrooms, training equipment, instructors qualifications, Training Need Analysis etc.) meeting the requirements of TCAR PEL Part – 66 and TCAR PEL Part – 147 as appropriate?	☐		
Course content and duration	Is the course content equivalent to TCAR PEL Part – 66 Appendix III?	☐		
	Are the course syllabus levels equivalent to TCAR PEL Part – 66 Appendix III?	☐		
	Are the theoretical training tuition hours compliant with the minimum ones addressed in the TCAR PEL Part – 66 Appendix III paragraph (3) (c)	☐		
	Are both content and duration justified through a comprehensive Training need Analysis as described in TCAR PEL Part – 66 Appendix III?	☐		
Course provider	Record the name of the course supplier (Manufacturer, training school, other)	☐		
	Are the following elements addressed/described by the course provider: 1. The teaching methods and instructional equipment; 2. The material and documentation provided to the student; 3. The qualification of instructors, examiners; 4. The documentation and records provided to the student to justify the satisfactory completion of the training course and related assessment.	☐		
Category of type training	Is the type training related to the scope of the national license (e.g. avionic = avionic type training course and not Airframe/power plant).?	☐		
	Is the type training related to the scope of the CAAT Part-145 C/S-S/S individual authorisation?	☐		
Examination	Is the minimum pass mark 75 %?	☐		
	Is the number of multi-choice questions per hour of training and the level of questions for each chapter equivalent to the one addressed in the TCAR PEL Part – 66 Appendix III paragraph (4) and are they type related?	☐		
	Is the number of alternative answers to each multi choice question equal to the one addressed in the TCAR PEL Part – 66 Appendix III paragraph (4). (Number of answers is 3).	☐		
Theoretical/ practical training	Does the type course cover the theoretical and practical aspects?	Y N ☐ ☐		**Note: If the training covers only the theoretical aspect then the practical training shall be assessed separately.**

1.2 Practical type training and assessment

The Practical element may be performed either following or integrated with the theoretical elements. However, it is not considered acceptable that practical element is performed before the theoretical element.

1.2.1 Training completed in AMTO approved by CAAT or approved according to a standard acceptable to the CAAT

When the practical element of the type training has been received from AMTO approved by CAAT or approved according to a standard acceptable to the CAAT and the relevant certificate of recognition is produced, the proposed A/C C/S and S/S are considered compliant with the practical element of the type training requirements addressed in the Appendix IV paragraph 1.(e) (f) without further need of investigation.

1.2.2 Training not completed in AMTO approved by CAAT nor approved according to a standard acceptable to the CAAT (i.e. EASA Part-147, Transport Canada CAR STD 566, FAA 14 CFR Part 147)

Aircraft type training can only be delivered by a CAAT AMTO or as directly approved by CAAT or by ATO approved by the standard accepted to CAAT-.

However, in exceptional cases as defined in the Annex I of this Guidance Material, the possibility to accept C/S and S/S having received the practical element of the type training not completed in an CAAT AMTO nor complete in accordance with standard acceptable to the CAAT may be considered.

The maintenance organisation shall demonstrate to the assigned inspector that the practical element of the type training including the assessment with the person involved (trainers / assessors) are compliant with the requirements addressed in the Appendix III (TCAR PEL Part – 66)) thru the Foreign AMO Type Training Acceptability Evaluation Form (PEL-FM-066) according to the procedure identified in the MOE or CAAT MOE supplement described below:

a) the maintenance organisation providing the practical element of the type training holds a valid CAAT Part-145 approval certificate which includes the relevant A/C type at the time the training takes place.

b) the specific aircraft type is available for the proposed training dates;

c) the CAAT Part-145 AMO providing the practical training shall demonstrate that the practical type training is carried out according to a detailed procedure and standard, covering the following minimum elements:

- content and duration is in accordance with Appendix III to TCAR PEL Part – 66 (paragraph 3.2 Practical element of type training and related AMC). In any case, for aeroplanes with a MTOM equal or above 30000kg, the duration shall not be less than two weeks;
- “generic” practical training logbook (to record content and duration) for the relevant A/C type and
- for the relevant staff category, including:
    - Personnel and practical training data;
    - Logbook filling instruction;
    - Logbook records;
    - Logbook additional records;
    - Practical assessment records;

- the maximum number of Training Hours per day (HF principal to be considered) and the maximum number of trainees per practical instructor;
- the teaching methods and instructional equipment;
- the material and documentation provided to the student;
- a qualification procedure for instructors and assessors (refers to Appendix III to AMC to TCAR PEL Part – 66);
- a final Assessment process and procedure to ensure that the required competence in performing safe maintenance, inspections and routine work according to the maintenance data is acquired for the A/C type subject of the training (refer to Appendix III to AMC to TCAR PEL Part – 66);
- the documentation and records to be provided to the student to justify the satisfactory completion of the training course and related assessment. This should include not only a certificate of completion but enough documentation and records to justify that the content and duration approved has been met and that the assessment has been successfully passed.

Note: Standard content of practical training logbooks for category B1 and B2 certifying staff are detailed in Guidance Material for Development of Maintenance Organisation Exposition (MOE) (CAAT-GM-AIR-501),MOE 3.20.1

When the practical element of the aircraft type training has been completed, the maintenance organisation which intends to nominate certifying staff/support staff shall ensure that:

d) An assessment has been performed by the maintenance organisation providing the training;

e) This assessment has been performed by designated assessors who are appropriately qualified;

f) This assessment has evaluated the knowledge and skills of the trainee and confirmed his/her ability to

g) perform maintenance on this A/C type;

h) A copy of the training record has been provided

1.2.3 Check list for practical element of type training in a non CAAT AMTO nor complete in accordance with standard acceptable to the CAAT (i.e. EASA Part-147, Transport Canada CAR STD 566, FAA 14 CFR Part 147)

Certifying Staff Name:	**Purpose of the review** ☐ Initial grant ☐ Extension	**Intended scope of CAAT Part-145 C/S-S/S individual authorisation:** ***CAAT Category A", "B1", "B2"***	**A/C type:**

	CAAT PART-145 regulation / Requirements	**Checked & compliant**	**Reference of the document provided**	**Additional comments**
Approval	Is the maintenance organisation providing the practical element of the type training holding a valid CAAT Part-145 certificate which includes the relevant A/C type at the time the training takes place?	☐		
	Is the CAAT Part-145 certificate valid (at the time the training takes place)?	☐		
	Is the Aircraft type available at the time of the training?	☐		
Practical training Procedure	Is the training done according to a detailed procedure and standard: 1. Ensuring that content and duration is in accordance with Appendix III to TCAR PEL Part – 66? 2. Containing a "generic" practical training syllabus for the relevant A/C type and for the relevant staff category?	☐		
	Is the procedure formalised outside the scope of CAAT Part-145 MOE?	☐		
	Is the procedure including/describing: 1. the teaching methods and instructional equipment in use; 2. the material and documentation provided to the student; 3. a qualification procedure for trainers and assessors as per TCAR PEL Part-147 ? 4. The documentation and records to be provided to the student to justify the satisfactory completion of the training course and related assessment;	☐		
	Does the procedure specifies the maximum number of Training Hours per day (HF principal to be considered) and the maximum number of trainees per practical instructor?	☐		
	Does the procedure contain a final Assessment process and procedure to ensure that the required competence in performing safe maintenance, inspections and routine work according to the maintenance data is acquired for the A/C type subject of the training.	☐		
Assessment	Has the assessment permit to evaluate the knowledge and skills of the trainee and confirm his/her ability to perform maintenance on this A/C type? (assessment result)	☐		
	Has the assessment been performed by a Qualified assessor.	☐		

2 Annex I

2.1 Applicability

Case	License issued under national regulations in full compliance with ICAO Annex 1	Applicable Aircraft Type Endorsement	Aircraft Type Training	
			By CAAT AMTO or approved according to a standard acceptable to the CAAT	By Non-approved CAAT AMTO nor approved according to a standard acceptable to the CAAT
1.	Type rated licensing system	Yes	Accepted without further investigation	Assessment is required as detailed in this GM
		No* (Condition shall comply with CAAT-GM-AIR-507 Aircraft Certifying staff and Support Staff, 1.4.2)		Remark: The personnel having privileges before 25 November 2024 may continue to exercise them without need of further assessment for compliance to type training requirements; However after this date any certifying staff willing to extend the scope of their CAAT Part- 145 C/S- S/S individual authorisation to include additional privileges shall comply with CAAT-GM-AIR-508 “Aircraft type training (theoretical and practical)”.
2.	Non-Type rated licensing system	No		

2.2 C/S and/or S/S authorizations for the FAMO previously accepted and granted before the 25 November 2024 (entry into force of TCAR PEL Part 66)

Case	Description	Training	Acceptance of type training
1.	C/S and/or S/S privileges granted with a CAAT Part-145 C/S-S/S individual authorisation before the entry into force of the TCAR PEL Part 66 (25 November 2024)	As it has been accepted at that time "According to the CAAT regulation"	The personnel having privileges before 25 November 2024 may continue to exercise them, while remaining in the same CAAT Part-145 AMO, without need of further assessment for compliance to type training requirements; However after this date any certifying staff willing to extend the scope of their CAAT Part- 145 C/S- S/S individual authorisation to include additional privileges shall comply with CAAT-GM-AIR-508 "Aircraft type training (theoretical and practical)".
2.	C/S and/or S/S privileges granted with a CAAT Part-145 C/S-S/S individual authorisation after the entry into force of TCAR TCAR PEL Part 66 (25 November 2024)	Theoretical shall have been followed in a CAAT AMTO or in accordance with standard acceptable to CAAT or demonstration of equivalency through this GM Practical: As it has been accepted at that time "Structured OJT done in CAAT Part-145 AMO" or practical training followed in a CAAT AMTO.	

2.3 Exceptional cases for issuing C/S and/or S/S authorizations after 25 November 2024 (entry into force of TCAR PEL Part 66)

Prerequisite for exceptional cases: The acceptance of the exceptional cases mentioned below is only intended to cover the compliance of the type training requirement and does not alleviate the need for the maintenance organisation to perform an assessment of the candidate C/S-S/S and to ensure compliance with all the other requirements set in the MOE/Appendix IV, such as but not limited to Module 9/10, experience, license compliance to ICAO Annex I, 6/24 months experience, English, etc.

Case[7]	Title	Description	Training	Acceptance of type training
1.	CAAT training availability	CAAT Part-145 C/S-S/S individual authorisation to be granted or extended on aircraft type for which no organisation is appropriately approved under CAAT applicable regulations to conduct the type training.	Theoretical & Practical element	C/S and/or S/S having received a type training not completed in a CAAT AMTO nor completed in accordance with standard acceptable to CAAT may be accepted* provided the CAAT Part-145 AMO can demonstrate equivalence of the type training to CAAT Part-66 Appendix III (as amended at the time the CAAT Part-145 C/S-S/S individual authorisation is granted/extended) by using the CAAT-GM-AIR-508 “Aircraft type training”.
2.	Change of employment	Staff holding a CAAT Part-145 C/S-S/S individual authorisation in one CAAT Part-145 AMO and moving to another CAAT Part-145 AMO without work interruption.		The acceptance of C/S and/or S/S having received a type training not completed in a CAAT AMTO is possible provided the CAAT Part-145 AMO can demonstrate equivalence of the type training to CAAT Part-66 Appendix III (as amended at the time the CAAT Part-145 individual authorisation is granted/extended) by using the CAAT-GM-AIR-508 “Aircraft type training”. The acceptance is limited to the aircraft types already included in CAAT Part-145 C/S-S/S individual authorisation hold in the previous CAAT Part-145 AMO for theoretical and/or practical type training completed before 25 November 2024. In case gaps are identified during the equivalence analysis, bridging training may be accepted to fill the missing elements.
Note: If the CAAT PART-145 AMO issuing the C/S-S/S CAAT Part-145 individual authorisation is an applicant for initial CAAT Part-145 approval, this exceptional cases may also apply. The concession shall then be recommended to be approved by CAAT at the same time of the MOE initial approval.				