



สำนักงานการบินพลเรือนแห่งประเทศไทย
The Civil Aviation Authority of Thailand

Cover Regulation to TCAR PEL Part - DTO

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Approved By

A blue ink signature of Suttipong Kongpool, written in a cursive style.

Suttipong Kongpool

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 air operations laid down in annex 02 to this regulation, the CAAT issued detailed requirements contained in this “Air Crew Licensing” regulation as well as in TCAR PEL Parts.

By the virtue of section 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 Declared Training Organization Certificate shall be prescribed in regulations, The Director General of Civil Aviation of Thailand, hereby issued detail regulations concerning the the approval of Declared Training Organization involved in these tasks as detailed in TCAR PEL Part DTO.

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 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 purposes 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 Regulations;
- (2) ‘Alternative means of compliance (AMoC)’ means those means that propose an alternative to an existing AMC or those that propose new means to establish compliance with the Regulation for which no associated AMC have been adopted by the Agency;
- (3) ‘Aeroplane’ means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under certain conditions of flight;
- (4) ‘Aerodrome’ means a defined area, on land or on water, on a fixed, fixed offshore or floating structure, including any buildings, installations and equipment thereon, intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;
- (5) ‘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;
- (6) ‘Aircraft operator’ means any legal or natural person operating or proposing to operate one or more aircraft;
- (7) ‘Aircrew’ means flight crew and cabin crew;
- (8) ‘Approved training organisation (ATO)’ means an organisation which is entitled to provide training to pilots and other personnel as FOO/FD or Cabin crew members on the basis of an approval issued by the CAAT;
- (9) ‘Basic instrument training device (BITD)’ means a ground-based training device for the training of pilots representing the student pilot’s station of a class of aeroplanes, which may use screen-based instrument panels and spring-loaded flight controls, and providing a training platform for at least the procedural aspects of instrument flight;
- (10) ‘Certificate’ means any certificate, approval, licence, authorisation, attestation or other document issued as the result of a certification attesting compliance with the applicable requirements;
- (11) ‘Certification’ means any form of recognition in accordance with this Regulation, based on an appropriate assessment, that a legal or natural person, product, part, non-installed equipment, equipment to control unmanned aircraft remotely, aerodrome, safety-related aerodrome equipment, ATM/ANS system, ATM/ANS constituent or flight simulation training device complies with the applicable requirements of this Regulation and of the delegated and implementing acts adopted on the basis thereof, through the issuance of a certificate attesting such compliance;
- (12) ‘Certification specifications (CS)’ mean technical standards adopted or accepted by the CAAT indicating means to be used by an organisation for the purpose of certification;

- (13) 'Chicago Convention' means the Convention on International Civil Aviation and the Annexes thereto, signed in Chicago on 7 December 1944;
- (14) 'Commercial air transport' means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration;
- (15) 'Complex motor-powered aircraft' 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;
- (16) 'Credit' means the recognition of prior experience or qualifications;
- (17) 'Credit report' means a report on the basis of which prior experience or qualifications may be recognised;
- (18) 'Conversion report' means a report on the basis of which a licence may be converted into a TCAR PEL Part-FCL licence;
- (19) 'Declaration' means any written statement made in accordance with TCAR OPS Air Operations regulation, TCAR OPS Parts, TCAR PEL PART DTO COVER REGULATION or TCAR PEL Parts under the sole responsibility of a legal or natural person subject to this Regulation and which confirms that the applicable requirements of this Regulation relating to a legal or natural person, product, part, non-installed equipment, equipment to control unmanned aircraft remotely, ATM/ANS constituent or flight simulation training device are complied with;
- (20) 'Declared Training Organisation (DTO)' means an organisation which is entitled to provide training to pilots on the basis of a declaration made in accordance with TCAR PEL PART DTO COVER REGULATION and TCAR PEL Parts and approved by the CAAT on the basis of this declaration;
- (21) 'DTO training programme' means a document established by a DTO, describing in detail the training course provided by that DTO;
- (22) 'Flight simulation training device (FSTD)' means any type of device in which flight conditions are simulated on the ground, including flight simulators, flight training devices, flight and navigation procedures trainers and basic instrument training devices;
- (23) FSTD categories are:
- (i) in the case of aeroplanes, a full flight simulator (FFS), a flight training device (FTD), a flight and navigation procedures trainer (FNPT) or a basic instrument training device (BITD);
 - (ii) in the case of helicopters, a full flight simulator (FFS), a flight training device (FTD) or a flight and navigation procedures trainer (FNPT).
- (24) 'FSTD qualification' means the level of technical ability of an FSTD as specified in the certification specifications relating to the FSTD in question;

- (25) 'International standards and recommended practices' means the international standards and recommended practices adopted by ICAO in accordance with article 37 of the Chicago Convention;
- (26) 'Light aircraft pilot licence (LAPL)' means the leisure pilot licence referred to in TCAR PEL Part FCL;
- (27) 'Principal place of business' of an organisation means the head office or registered office of the organisation within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised;
- (28) 'Product' means an aircraft, an engine or a propeller;
- (29) 'Qualification test guide (QTG)' means a document established to demonstrate that the performance and handling qualities of an FSTD represent those of the aircraft, class of aeroplane or type of helicopter, simulated within prescribed limits and that all applicable requirements have been met. The QTG includes both the data of the aircraft, class of aeroplane or type of helicopter and FSTD data used to support the validation;
- (30) 'Safety-related aerodrome equipment' means any instrument, equipment, mechanism, apparatus, appurtenance, software or accessory that is used or intended to be used to contribute to the safe operation of aircraft at an aerodrome;
- (31) 'TCAR PEL Part FCL licence' means a flight crew licence which complies with the requirements of TCAR PEL Part FCL.
- (32) 'TCAR PEL Part DTO Cover Regulation' means this regulation serving as the cover regulation for TCAR PEL Part DTO.

Article 3 – Objectives

- (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 TCAR PEL Part DTO-regulation as well TCAR PEL Parts lay down:
 - (g) the requirements for issuing, maintaining, amending, limiting, suspending or revoking certificates of declared training organisations, approved training organisations for pilots, as well as for certificates or authorisations of personnel involved in the training and checking of pilots;
 - (h) the requirements for the certification of flight simulation training devices and for organisations that operate and use those devices;
 - (i) the requirements for issuing, maintaining, amending, limiting, suspending or revoking FSTD qualification certificates and FSTD operators certificates;
 - (j) the requirements for the recognition of trainings, commenced before the full applicability of this TCAR PEL Declared Training organisations (TCAR PEL Part DTO) regulation and TCAR PEL Parts, for the purposes of obtaining or converting pilots' licences;
 - (k) the requirements for the recognition of training completed before the limit date specified in the transition provisions;
 - (l) the requirements for the certification of Language proficiency testing centres as well as assessors involved in the language proficiency assessment of Thai license holders;
 - (m) the requirements for issuing, maintaining, amending, limiting, suspending or revoking Language proficiency testing centres certificates;
- (2) The requirements (1) are applicable to operations of aircraft, which are registered in Thailand; or
- (3) This TCAR PEL Part DTO regulation does not apply to pilots of aircraft mentioned in Annex 01.

SECTION II – TRAINING ORGANISATIONS

Article 5 – Declared Training organisations for Pilots

Notwithstanding Approved Training Organization for Pilots:

- (1) A declared training organisation may only deliver training to pilots in accordance with TCAR PEL Part FCL for LAPL licences if it holds an approval certificate issued by the CAAT on the basis of a declaration made in accordance with TCAR PEL Part DTO.
- (2) An organisation shall only be issued an approval as referred to in (1) for delivering training to pilots in accordance with TCAR PEL Part FCL for licensing when it was found compliant:
 - (1) with the applicable detailed requirements contained in this TCAR PEL Part DTO Cover Regulation, in TCAR PEL Part DTO, TCAR PEL Part FCL for licensing
 - (2) with the applicable detailed requirements contained in this TCAR OPS Air operations regulation and in TCAR OPS Part NCO, for aircraft operations when aircrafts are to be operated by the DTO;
- (3) The privileges granted to the DTO by the approval certificate referred to in (1) and (2) of this article shall be specified in such certificate or in a document referred to in such certificate.
- (4) The approval certificate referred to in (1), (2) and (3) of this article shall only be issued by the CAAT.
- (5) An approval certificate as referred to in (1), (2), (3) and (4) of this article may be limited, suspended or revoked by the CAAT when the holder does not comply with the appropriate detailed requirements contained in this TCAR PEL Part DTO Cover Regulation, in TCAR PEL Part DTO and in TCAR PEL Part FCL.

SECTION III – OTHERS

Article 6 – Theoretical examination

- (1) The CAAT shall organise theoretical examination for each type of flight crew licence. Such examination shall cover all the subjects listed in the detailed requirements contained in this TCAR PEL PART DTO COVER REGULATION, and in TCAR PEL Part FCL.
- (2) Approved training organisations, for the purpose of theoretical knowledge examination, may be authorised to conduct theoretical knowledge examinations for some subjects as detailed in TCAR PEL Part ORA and Part FCL;
- (3) An Approved training organisation shall only be issued an approval, as referred to in (2) of this article, when it was found compliant with the applicable detailed requirements contained in this TCAR PEL PART DTO COVER REGULATION regulation and in TCAR PEL Part ORA and Part FCL for Flight Crew;
- (4) An Approved training organisations approval certificate, including the privileges for conducting theoretical examination, as referred to in (2) of this article, may be limited, suspended or revoked by the CAAT when the holder does not comply with the appropriate detailed requirements contained in this TCAR PEL Part DTO Cover Regulation and in TCAR PEL Part ORA and Part FCL for flight crews.
- (5) Applicants for a flight crew licence shall complete a theoretical knowledge training course, appropriate to the type of licence to obtain, in an ATO before to attempt the corresponding examination, as specified in TCAR PEL Part FCL.
- (6) Applicants for a flight crew rating or certificate shall complete a theoretical knowledge training course, appropriate to the type of rating or certificate to obtain, in an ATO before to attempt the corresponding examination.
- (7) Notwithstanding (5), applicants for LAPL may complete theoretical knowledge training course for LAPL in a DTO.

Article 7 - Operational suitability data

- (1) For aircraft types that were certified in Thailand through the acceptance of the Type Certificate Data Sheet (TCDS) issued by the EASA, operational suitability data shall be systematically used.
- (2) Where the TCAR PEL Parts make reference to the operational suitability data established in accordance with EASA Part 21 or any equivalent material acceptable to the CAAT, and that data is not available for the relevant aircraft type, the applicant for a type rating training course approval shall comply with the provisions of TCAR PEL Part ORA and Part FCL only.

SECTION IV – APPLICABILITY AND TRANSITION

Article 8 – Entry into force and application

- (1) This TCAR PEL Part DTO Declared training organisations as well as TCAR PEL Parts shall enter into force on the day following their publication by the CAAT.
- (2) This TCAR PEL Part DTO Declared training organisations as well as TCAR PEL Parts shall be fully applicable and binding on 22 December 2026. Beyond this date, Declared training organisations, and personnel in charge of training and checking operators shall comply with the detailed requirements contained in this TCAR PEL Part DTO regulation and TCAR PEL Parts and shall have obtained, from the CAAT, the appropriate, certificate, approval or authorisation issued in accordance with this TCAR PEL Part DTO Declared training organisations as well as TCAR PEL Parts as applicable.

Article 9 – Equivalence of regulations

During the transition period, when compliance with the detailed requirements contained in this TCAR PEL Part DTO regulation and in TCAR PEL Parts has been demonstrated to the CAAT:

- (1) for a training programme or course for pilots, as well as corresponding instructors and examiners;
- (2) for the training material and training means;
- (3) for the organisation, management system, facilities as well as Manuals and records requirements applicable to approved training organisations for pilots;
- (4) for the training and checking of personnel in charge of training;
- (5) for the organisation and conduct of skill tests, proficiency checks or assessment of competences of pilots, FOO/FD as well as corresponding instructors and examiners;
- (6) for the qualification of FSTDs;
- (7) for authorisation of personnel in charge of language proficiency checking;

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 DTO regulation, and TCAR PEL Parts is also achieved.

Article 10 – Application to obtain an DTO certificate during the transition^[JR1]

- (1) Applicants for an DTO certificate who already applied before the entry into force of this TCAR PEL Part DTO regulation and applicable TCAR PEL Parts and have not been approved by CAAT shall submit their documentation and shall demonstrate compliance with this TCAR PEL Part DTO regulation and applicable TCAR PEL Parts to obtain an DTO certificate.
- (2) Applicants for an DTO certificate applying after the entry into force of this TCAR PEL Part DTO regulation and applicable TCAR PEL Parts shall demonstrate compliance with this TCAR PEL Part DTO regulation and applicable TCAR PEL Parts to obtain an DTO certificate.

Article 11 – Training by individual instructors

- (1) Theoretical knowledge and flying training delivered by individual instructors and commenced before the entry into force of this TCAR PEL Part DTO regulation, and TCAR PEL Parts may continue to be delivered in accordance with the regulations in force before the entry into force of this TCAR PEL Part DTO regulation and TCAR PEL Parts if the following conditions are complied with:
 - (a) The level of the training does not exceed the private pilot licence, single engine piston class rating and single-pilot operations.
 - (b) The instructor is qualified in accordance with the regulations in force before the entry into force of this TCAR PEL Part DTO regulation and TCAR PEL Parts.
 - (c) The training and checking are completed before the 31 December 2026.
- (2) When the applicant has completed such a course:
 - (a) If the skill test was performed according to the regulations in force before the entry into force of this TCAR PEL Part DTO and TCAR PEL Parts, the applicant shall comply with the conditions for conversion to obtain the corresponding FCL Licence, including a proficiency check in accordance with TCAR PEL Part FCL.
 - (b) If the skill test was performed according to TCAR PEL Part FCL the applicant shall comply with the conditions for conversion to obtain the corresponding FCL Licence. However, the skill test passed for the licence issuance shall be considered as valid to comply with the proficiency check requirement included in the conditions for the conversion.
 - (c) This shall be completed to allow the, TCAR PEL FCL Licence, rating or certificate to be issued.
- (3) Notwithstanding (1) and (2) of this article, the use of individual instructors in accordance TCAR PEL Part FCL Appendix 9 Paragraph A.17 may continue.

Article 12 - Credit for pilots training commenced prior to the application of this Regulation

- (1) During the transition, Trainings delivered by training organisations certified in accordance with the regulations in force before the entry into force of this TCAR PEL Part DTO regulation and TCAR PEL Parts shall give credit to applicants for the issuance of Part FCL licence, ratings or certificates when these trainings comply with the following requirements:
 - (a) The training was delivered according to training programmes approved by the CAAT in accordance with TCAR PEL Part FCL,
 - (b) The training was delivered by instructors holding instructors certificates issued in accordance with TCAR PEL Part FCL.
 - (c) The theoretical knowledge examination and skill test must be done in accordance with TCAR PEL Part FCL.
- (2) When the training and checking for a license, rating or certificate delivered in accordance with the procedures approved in accordance with the regulations in force before the entry into force of this TCAR PEL Part DTO and TCAR PEL Parts is not completed within the deadlines defined in TCAR PEL Part FCL Cover Regulation, the applicant shall obtain a credit of the previous training syllabus and shall be allowed to continue and complete the training and checking in accordance with TCAR PEL Part DTO and TCAR PEL Parts provided an ATO:
 - (a) Performs a practical assessment of the applicant competencies to define the amount of training to be credited and to identify the training needs. It should be based on the relevant training syllabus established in accordance with TCAR PEL Part DTO and TCAR PEL Parts;
 - (b) Proposes the amount of credit for required FSTD time and for required in flight training in real aircraft;
 - (c) Develops an individual training programme based on the relevant training for the license, rating or certificate;
 - (d) Obtains an approval of this individual training programme from the CAAT.

Annex 01 Manned Aircraft to which this regulation does not apply [RJ2]

(1) Categories of manned aircraft to which this Regulation does not apply:

- (a) historic aircraft meeting the following criteria:
 - (i) aircraft whose:
 - initial design was established before 1 January 1955, and
 - production has been stopped before 1 January 1975;
 or
 - (ii) aircraft having a clear historical relevance, related to:
 - a participation in a noteworthy historical event,
 - a major step in the development of aviation, or
 - a major role played into the armed forces of a Member State;
 or
- (b) aircraft specifically designed or modified for research, experimental or scientific purposes, and likely to be produced in very limited numbers;
- (c) aircraft, including those supplied in kit form, where at least 51 % of the fabrication and assembly tasks are performed by an amateur, or a non-profit making association of amateurs, for their own purposes and without any commercial objective;
- (d) aircraft that have been in the service of military forces, unless the aircraft is of a type for which a design standard has been adopted by the CAAT or equivalent material acceptable to the CAAT;
- (e) aeroplanes having measurable stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS), helicopters, powered parachutes, sailplanes and powered sailplanes, having no more than two seats and a maximum take-off mass (MTOM), of no more than:[RJ3]

	Aeroplane/Helicopter/ Powered parachute/ powered sailplanes	Sailplanes	Amphibian or floatplane/ helicopter	Airframe mounted total recovery parachute
Single-seater	300 kg MTOM	250 kg MTOM	Additional 30 kg MTOM	Additional 15 kg MTOM
Two-seater	450 kg MTOM	400 kg MTOM	Additional 45 kg MTOM	Additional 25 kg MTOM

When an amphibian or a floatplane/helicopter is operating both as a floatplane/helicopter and as a land plane/helicopter, it must fall below the applicable MTOM limit.

- (f) single and two-seater gyroplanes with a MTOM not exceeding 600 kg;
- (g) replicas of aircraft meeting the criteria of points (a) or (d), for which the structural design is similar to the original aircraft;
- (h) any other manned aircraft which has a maximum empty mass, including fuel, of no more than 70 kg.

Furthermore, this Regulation shall not apply to:

- (a) tethered aircraft [RJ4] with no propulsion system, where the maximum length of the tether is 50 m, and where:
 - (i) the MTOM of the aircraft, including its payload, is less than 25 kg, or
 - (ii) in the case of a lighter-than-air aircraft, the maximum design volume of the aircraft is less than

40 m3;

- (b) tethered aircraft with a MTOM of no more than 1 kg.

Annex 02 Essential requirements for aircrew

1. PILOT TRAINING

1.1. General

A person undertaking training to fly an aircraft must be sufficiently mature educationally, physically and mentally to acquire, retain and demonstrate the relevant theoretical knowledge and practical skill.

1.2. Theoretical knowledge

A pilot must acquire and maintain a level of knowledge appropriate to the functions exercised on the aircraft and proportionate to the risks associated to the type of activity. Such knowledge must include at least the following:

- (a) air law;
- (b) aircraft general knowledge;
- (c) technical matters related to the category of the aircraft;
- (d) flight performance and planning;
- (e) human performance and limitations;
- (f) meteorology;
- (g) navigation;
- (h) operational procedures, including resource management;
- (i) principles of flight;
- (j) communications; and
- (k) non-technical skills, including the recognition and management of threats and errors.

1.3. Demonstration and maintenance of theoretical knowledge

1.3.1 The acquisition and retention of theoretical knowledge must be demonstrated by continuous assessment during training and, where appropriate, by examinations.

1.3.2 An appropriate level of theoretical knowledge must be maintained. Compliance must be demonstrated by regular assessments, examinations, tests or checks. The frequency of examinations, tests or checks must be proportionate to the level of risk associated with the activity.

1.4. Practical skills

A pilot must acquire and maintain the practical skills as appropriate to exercise his or her functions on the aircraft. Such skills must be proportionate to the risks associated to the type of activity and must cover, if appropriate to the functions exercised on the aircraft, the following:

- (a) pre-flight and in-flight activities, including aircraft performance, mass and balance determination, aircraft inspection and servicing, fuel/energy planning, weather appreciation, route planning, airspace restrictions and runway availability;
- (b) aerodrome and traffic-pattern operations;
- (c) collision avoidance precautions and procedures;
- (d) control of the aircraft by external visual reference;

- (e) flight manoeuvres, including in critical situations, and associated 'upset' manoeuvres, as technically achievable;
- (f) normal and cross-wind take-offs and landings;
- (g) flight by reference solely to instruments, as appropriate to the type of activity;
- (h) operational procedures, including team skills and resource management, as appropriate to the type of operation, whether single or multi-crew;
- (i) navigation and implementation of rules of the air and related procedures, using as appropriate, visual reference or navigation aids;
- (j) abnormal and emergency operations, including simulated aircraft equipment malfunctions;
- (k) compliance with air traffic services and communications procedures;
- (l) aircraft type or class specific aspects;
- (m) additional practical skill training that may be required to mitigate risks associated with specific activities; and
- (n) non-technical skills, including the recognition and management of threats and errors, using an adequate assessment methodology in conjunction with the technical skills assessment.

1.5. Demonstration and maintenance of practical skill

1.5.1 A pilot must demonstrate the ability to perform the procedures and manoeuvres with a degree of competence appropriate to the functions exercised on the aircraft, by:

- (a) operating the aircraft within its limitations;
- (b) exercising good judgement and airmanship;
- (c) applying aeronautical knowledge;
- (d) maintaining control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is assured; and
- (e) non-technical skills, including the recognition and management of threats and errors, using an adequate assessment methodology in conjunction with the technical skills assessment.

1.5.2 An appropriate level of competence in practical skill must be maintained. Compliance must be demonstrated by regular assessments, examinations, tests or checks. The frequency of examinations, tests or checks must be proportionate to the level of risk associated with the activity.

1.6. Language Proficiency

A pilot must have language proficiency to a degree appropriate to the functions exercised on the aircraft. Such proficiency shall include:

- (a) the ability to understand weather information documents;
- (b) the use of aeronautical en-route, departure and approach charts and associated aeronautical information documents; and
- (c) the ability to communicate with other flight crew and air navigation services during all phases of flight, including flight preparation, in the language used for radio communications involved in the flight.

1.7. Flight simulation training devices

When a flight simulation training device (FSTD) is used for training, or for demonstration that practical skill is acquired or maintained, this FSTD must meet a given level of performance in those areas, which are relevant to

completing the related task. In particular, the replication of configuration, handling qualities, aircraft performance, and systems behaviour must adequately represent the aircraft.

1.8. Training course

1.8.1 Training must be executed through a training course.

1.8.2 A training course must meet the following conditions:

- (a) a syllabus must be developed for each type of course; and
- (b) the training course must comprise a breakdown of theoretical knowledge and practical flight instruction (including synthetic training), if applicable.

1.9. Instructors

1.9.1 Theoretical instruction

Theoretical instruction must be given by appropriately qualified instructors. They must:

- (a) have appropriate knowledge in the field where instruction is to be given; and
- (b) be capable of using appropriate instructional techniques.

1.9.2 Flight and flight simulation instruction

Flight and flight simulation instruction must be given by appropriately qualified instructors, who have the following qualifications:

- (a) meet the theoretical knowledge and the experience requirements appropriate for the instruction being given;
- (b) be capable of using appropriate instructional techniques;
- (c) have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction;
- (d) have demonstrated the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction; and
- (e) receive regular recurrent training to ensure that the instructional standards are maintained up to date.

Flight instructors conducting training in aircraft must also be entitled to act as pilot in command on the aircraft for which instruction is being given, except for training on new aircraft types.

1.10. Examiners

Persons responsible for assessing the proficiency of pilots must:

- (a) meet the requirements for flight or flight simulation instructors; and
- (b) be capable of assessing pilot performance and conducting flight tests and checks.

2. EXPERIENCE REQUIREMENTS – PILOTS

A person acting as flight crew member, instructor or examiner must acquire and maintain sufficient experience for the functions being exercised, unless the detailed requirements provide for competence to be demonstrated in accordance with point 1.5.

3. TRAINING ORGANISATIONS

An organisation providing pilot training must meet the following requirements:

- (a) have all the means necessary for the scope of responsibilities associated with their activity. Those means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;
- (b) as appropriate for the training provided and the size of the organisation, the organisation must implement and maintain a management system to ensure compliance with the essential requirements set out in this Annex, manage safety risks, including risks related to deterioration in the standard of training, and aim for continuous improvement of this system; and
- (c) establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with those requirements.