

## ข้อกำหนดของสำนักงานการบินพลเรือนแห่งประเทศไทย

ฉบับที่ ๑๒๑

ว่าด้วยใบอนุญาตผู้ประจำหน้าที่พนักงานอำนวยการบิน

(Thailand Civil Aviation Regulation - Personnel Licensing Part Flight Operations  
Officer/Flight Dispatcher Licensing (TCAR PEL Part - FOO/FD))

ตามที่ได้ออกข้อบังคับของสำนักงานการบินพลเรือนแห่งประเทศไทย ฉบับที่ ๒๔ ว่าด้วยคุณสมบัติของผู้ขออนุญาตเป็นผู้ประจำหน้าที่ และข้อบังคับของสำนักงานการบินพลเรือนแห่งประเทศไทย ฉบับที่ ๒๙ ว่าด้วยสิทธิทำการของผู้ถือใบอนุญาตนักบิน พนักงานควบคุมการจราจรทางอากาศ และพนักงานอำนวยการบิน เพื่อให้สอดคล้องตามภาคผนวก ๑ แห่งอนุสัญญาการบินพลเรือนระหว่างประเทศ ค.ศ. ๑๙๔๔ ดังนั้น อาศัยอำนาจตามความในข้อ ๘ ของข้อบังคับของสำนักงานการบินพลเรือนแห่งประเทศไทย ฉบับที่ ๒๔ ว่าด้วยคุณสมบัติของผู้ขออนุญาตเป็นผู้ประจำหน้าที่ และข้อ ๑๗ ของข้อบังคับของสำนักงานการบินพลเรือนแห่งประเทศไทย ฉบับที่ ๒๙ ว่าด้วยสิทธิทำการของผู้ถือใบอนุญาตนักบิน พนักงานควบคุมการจราจรทางอากาศ และพนักงานอำนวยการบิน ผู้อำนวยการสำนักงานการบินพลเรือนแห่งประเทศไทย จึงออกข้อกำหนดเพื่อกำหนดรายละเอียดเพิ่มเติมเกี่ยวกับคุณสมบัติของผู้ขออนุญาตเป็นผู้ประจำหน้าที่พนักงานอำนวยการบิน การทดสอบความรู้ภาคทฤษฎีและการทดสอบภาคปฏิบัติ เงื่อนไขและข้อจำกัดในการใช้สิทธิทำการของผู้ถือใบอนุญาตผู้ประจำหน้าที่พนักงานอำนวยการบินและศกยทำการไว้ ดังต่อไปนี้

ข้อ ๑ ข้อกำหนดนี้เรียกว่า “ข้อกำหนดของสำนักงานการบินพลเรือนแห่งประเทศไทย ฉบับที่ ๑๒๑ ว่าด้วยใบอนุญาตผู้ประจำหน้าที่พนักงานอำนวยการบิน (Thailand Civil Aviation Regulation - Personnel Licensing Part Flight Operations Officer/Flight Dispatcher Licensing (TCAR PEL Part - FOO/FD))”

ข้อ ๒ ข้อกำหนดนี้ให้ใช้บังคับตั้งแต่วันถัดจากวันประกาศในราชกิจจานุเบกษาเป็นต้นไป

ข้อ ๓ ในข้อกำหนดนี้

“พนักงานอำนวยการบิน” หมายความว่า บุคคลที่ได้รับมอบหมายจากผู้ดำเนินการเดินอากาศ ให้เข้าร่วมในการควบคุมและกำกับดูแลการอำนวยการบินตามหลักเกณฑ์ที่กำหนดในมาตรฐานการปฏิบัติการบินของผู้ดำเนินการเดินอากาศที่ผู้อำนวยการประกาศกำหนด โดยมีหน้าที่สนับสนุนช่วยเหลือ และให้ข่าวสารและข้อมูลการปฏิบัติการแก่นักบินผู้ควบคุมอากาศยาน เพื่อให้เกิดความปลอดภัยในการบิน และในกรณีมีสถานการณ์ฉุกเฉิน ต้องดำเนินการตามขั้นตอนที่เหมาะสม ติดต่อสื่อสารกับนักบินผู้ควบคุมอากาศยานหรือหน่วยงานที่มีอำนาจหน้าที่ตามสถานการณ์นั้น ๆ ให้เป็นไปตามคู่มือปฏิบัติการของผู้ดำเนินการเดินอากาศ

ข้อ ๔ กำหนดรายละเอียดเพิ่มเติมเกี่ยวกับคุณสมบัติและสิทธิทำการของผู้ขออนุญาตเป็นผู้ประจำหน้าที่พนักงานอำนวยความสะดวกการบิน รวมถึงการทดสอบความรู้ภาคทฤษฎีและการทดสอบภาคปฏิบัติ ตามที่กำหนดไว้ในข้อบังคับของสำนักงานการบินพลเรือนแห่งประเทศไทย ฉบับที่ ๒๔ ว่าด้วยคุณสมบัติของผู้ขออนุญาตเป็นผู้ประจำหน้าที่ และที่แก้ไขเพิ่มเติม และเงื่อนไขและข้อจำกัดในการใช้สิทธิทำการของผู้ถือใบอนุญาตผู้ประจำหน้าที่พนักงานอำนวยความสะดวกการบินและศักยทำการ ตามที่กำหนดไว้ในข้อบังคับของสำนักงานการบินพลเรือนแห่งประเทศไทย ฉบับที่ ๒๙ ว่าด้วยสิทธิทำการของผู้ถือใบอนุญาตนักบิน พนักงานควบคุมการจราจรทางอากาศ และพนักงานอำนวยความสะดวกการบินในเรื่อง ดังต่อไปนี้

- (๑) Minimum age
- (๒) Experience requirements
- (๓) Privileges and conditions
- (๔) Initial training
- (๕) Applied practical training
- (๖) Theoretical knowledge examination
- (๗) FOO/FD Licence Skill test
- (๘) Validity
- (๙) Revalidation/renewal
- (๑๐) Instructors
- (๑๑) Examiners

ข้อ ๕ รายละเอียดเพิ่มเติมตามข้อ ๔ ให้เป็นไปตามที่กำหนดไว้ใน

(๑) Cover Regulation to TCAR PEL Part - FOO/FD Issue 01 Revision 00 Dates 10 March 2026 แนบท้ายข้อกำหนดนี้

(๒) Thailand Civil Aviation Regulation - Personnel Licensing Part Flight Operations Officer/Flight Dispatcher Licensing (TCAR PEL Part - FOO/FD) Issue 01 Revision 00 Dates 10 March 2026 แนบท้ายข้อกำหนดนี้

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## Cover Regulation to TCAR PEL Part - FOO/FD

Issue 01

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Date 10 March 2026

Approved By

Air Chief Marshal

Manat Chavanaprayoon

Director General

The Civil Aviation Authority of Thailand

# THAILAND CIVIL AVIATION REGULATION (TCAR)

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## RECORD OF REVISIONS

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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 and to the essential requirements for issue Flight Operations Officer/ Flight Dispatcher of laid down in this regulation, the CAAT issued detailed requirements contained in this “TCAR PEL Part FOO/FD” regulation

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 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 Qualifications of Personnel Applicants.

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 PEL Flight Operations Officer/Flight Dispatcher Licensing (TCAR PEL – Part FOO/FD) regulation” as well as in TCAR PEL Parts

## 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) ‘A Flight Operations Officer or Flight Dispatcher’ means a person designated by a Kingdom of Thailand operator that engages in the control and supervision of flight operations as described in TCAR OPS Part-ORO Their role is to support, brief and/or assist and provide to the pilot-in-command operational data and information for the safe conduct of the flight. In the event of an emergency, a flight operations officer/flight dispatcher shall also implement the appropriate procedures, communicate with the pilot-in-command or with the authorities as required by the situation and in accordance with the operations manual.
- (3) ‘Renew’ means the administrative action taken after a licence or rating has lapsed for the purpose of renewing the privileges of the licence or rating for a further specified period consequent upon the fulfilment of specified requirements.
- (4) ‘Revalidation’ means the administrative action taken within the period of validity of a licence or rating which allows the holder to continue to exercise the privileges of a licence or rating for a further specified period consequent upon the fulfilment of specified requirements.

### 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) promote cost-efficiency, avoiding duplication, and promoting effectiveness in regulatory, certification and oversight processes;
  - (d) promote, worldwide, the views of the Kingdom of Thailand regarding civil aviation standards and civil aviation regulations;
  - (e) 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
  - (b) Flight Operations Officer/ Flight Dispatcher licence, and the privileges and responsibilities of those holding them;
  - (c) The conditions for validating revalidating, renewing and using such licences, ratings.
2. This Regulation shall apply to flight operations officer/flight dispatcher licence; and persons and organisations involved in the licensing, training, testing, checking and assessment of applicants according to this Regulation

## SECTION II – Requirement

### Article 5 – Holder of Flight Operations Officer/ Flight Dispatcher licence (FOO/FD)

Holder of Flight Operations Officer/ Flight Dispatcher licence (FOO/FD) in accordance with the provisions of the Regulation of CAAT No. 24 and the additional amendments shall be qualified in accordance with the provisions of TCAR PEL PART FOO/FD.

### 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 FOO/FD shall enter into force on the day following their publication by the Government Gazette.
- (2) This TCAR PEL Part FOO/FD shall be fully entry into force from the effective date of this Regulation. Beyond this date, Flight Operations Officer/ Flight Dispatcher licence, ratings and Instructors and Examiners shall comply with the detailed requirements contained in this TCAR PEL Part FOO/FD and shall have obtained, from CAAT, the appropriate certificate, approval or authorisation issued in accordance with this TCAR PEL Part FOO/FD.
- (3) During the transition starting on the date in (1) to continue exercising the privileges ofที่ออกให้
- (4) 123๗๗๗ their licence, ratings.

### Article 8 – Equivalence of regulations

- (1) During the transition period, when compliance with the detailed requirements contained in this TCAR PEL Part FOO/FD has been demonstrated to CAAT, as appropriate,
  - (a) for a personnel licence, rating, endorsement or certificate;
  - (b) for a training programme or course Flight operations officer/Flight dispatcher licence, as well as corresponding instructors and examiners;
  - (c) for the training material and Flight operations officer/Flight dispatcher training means;
  - (d) for the requirements applicable to 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;

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 FOO/FD, is also achieved.

### Article 9 – Transition of Flight operations officer/Flight dispatcher Licence

- (1) Any person holding a Flight operations officer/flight dispatcher prior to the effective date of this Regulation are deemed to have the Qualifications relating to experience under this regulation, To continue exercising their privileges as Flight operations officer/Flight dispatcher licence.
- (2) From the effective date of this regulation , CAAT shall only issue Flight operations officer/Flight dispatcher licence in compliance with the Regulation of CAAT No. 24 and TCAR PEL Part FOO/FD.



Thailand Civil Aviation Regulation - Personnel Licensing  
Part Flight Operations Officer/Flight Dispatcher Licensing  
(TCAR PEL Part- FOO/FD)

Issue 01

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Approved By

Air Chief Marshal

Manat Chavanaprayoon

Director General

The Civil Aviation Authority of Thailand

THAILAND CIVIL AVIATION REGULATION (TCAR)

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## 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.

Whereas Part FOO/FD of TCAR PEL is based upon the standards and recommended practices within ICAO Annex 1, Annex 6 Part I and Annex 6 Part III pertaining to the licensing of, duties and responsibilities of a flight operations officer/flight dispatcher, it is intended to stipulate the requirements pertaining to licensing of a Flight Operations Officer/Dispatcher in the Kingdom of Thailand.

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## **FOO/FD.001 The Competent Authority**

For the purpose of this regulation, the authority shall be the Civil Aviation Authority of Thailand (CAAT) to whom a person applies for the issue of a flight operations officer/flight dispatcher licences.

## **FOO/FD.005 Scope**

This regulation establishes the requirements for the issue of flight operations officer/flight dispatcher licences and the conditions of their validity and use.

## **FOO/FD.010 Definition**

A Flight Operations Officer or Flight Dispatcher is a person designated by a Kingdom of Thailand operator that engages in the control and supervision of flight operations as described in TCAR OPS Part-ORO. Their role is to support, brief and/or assist and provide to the pilot-in-command operational data and information for the safe conduct of the flight. In the event of an emergency, a flight operations officer/flight dispatcher shall also implement the appropriate procedures, communicate with the pilot-in-command or with the authorities as required by the situation and in accordance with the operations manual.

## **FOO/FD.015 Minimum age**

The applicant for a FOO/FD licence shall be not less than 21 years of age.

## **FOO/FD.020 Experience requirements**

(a) The applicant shall have gained a total of two years' service in any one or in any combination of the experiences specified in (1) to (3) inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year:

- (1) a flight crew member in commercial operations; or
- (2) a meteorologist in an organisation providing operational control and supervision in air transportation; or
- (3) An air traffic controller; or a technical supervisor of flight operations officers/flight dispatcher or air transportation flight operations systems.

Or,

(b) At least one year of the experience as a flight operations officers/flight dispatcher assistant working under the supervision of licence FOO/FD for the operations control and supervision in air transport.

Or,

(c) The applicant shall satisfactorily complete an Competency – based approved initial FOO/FD training course.

(d) The applicant shall have served under the supervision of a FOO/FD for at least 90 working days within the six months immediately preceding the application.

## **FOO/FD.025 Privileges and conditions**

The privileges of the holder of a flight operations officer licence shall be to serve in that capacity with responsibility for operations control and supervision for each area for which the applicant meets the requirements specified in TCAR OPS Part-ORO.

### **FOO/FD.030 Initial training**

- (a) Applicants for an FOO/FD licence shall have completed an competency - based approved initial training course that shall include:
  - (1) a Theoretical knowledge training course at an ATO.
  - (2) an Applied practical training.
- (b) The Theoretical knowledge training course shall be approved by the CAAT and shall be delivered by an approved training organisation;
- (c) The applied practical training course shall be approved by the CAAT and shall be delivered by an approved training organisation or by the holder of an AOC authorised by the CAAT.

### **FOO/FD.035 Applied practical training**

- (a) Applied practical training means a specified period of time during which the FOO/FD candidate will perform the duties of a FOO/FD under the direct supervision of a fully qualified and licensed FOO/FD nominated by the air operator.
- (b) Organisations authorised to deliver applied practical training shall specify the minimum duration of applied practical training in its approved training programme.
- (c) The conditions of this training shall be arranged so that effective operational control is maintained.
- (d) The minimum acceptable duration shall not be less than of 3 months.
- (e) The applied practical training shall consist of Practical flight operations which includes all the duties of the FOO/FD for operations control and supervision as described in TCAR OPS.

### **FOO/FD.040 Theoretical knowledge examination**

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted, through examinations on the following:

- (a) Air law and rules and regulations relevant for operational control or applicable to the holder of a flight operations officer licence; appropriate air traffic services practices and procedures;
- (b) Aircraft general knowledge
  - (1) Principles of operation of aeroplane engines, system and instruments;
  - (2) Operating limitations of aeroplanes and engines;
  - (3) Minimum equipment list and configuration deviation list;
- (c) Flight performance calculation, planning procedures and loading
  - (1) Effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
  - (2) Operating flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; en-route cruise control; extended range operation
  - (3) Take off performance including field length, climb and obstacle criteria and limitation;
  - (4) Cruise performance including minimum altitudes, decompression/engine out/gear down scenario planning;
  - (5) Landing performance including approach climb and field length criteria and limitation;

- (6) Prepatation and filing of air traffic services flight plan;
- (7) Basic principles of computer-assisted planning systems;
- (d) Human performance
  - (1) Human performance relevant to operational control duties, including principles of TEM;
- (e) Meteorology
  - (1) Aeronautical meteorology; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena wich affect take-off, en-route and landing conditions;
  - (2) Interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information;
- (f) Navigation
  - (1) Principles of air navigation with particular reference to instrument flight;
- (g) Operational procedures
  - (1) Use of aeronautical documentation and standard operating procedures;
  - (2) Operation procedures for the carriage of freight and dangerous goods;
  - (3) Procedures relating to aircraft accidents and incidents; emergency flight procedures;
  - (4) Procedures relating to unlawful interference and sabotage of aircraft;
- (h) Principles of flight
  - (1) Principle of flight relating to the appropriate category of aircraft and;
- (i) Radio communication
  - (1) Procedure for communicating with aircraft and relevant ground stations.

#### **FOO/FD.045 FOO/FD Licence Skill test**

- (a) After completion of applied practical training, the applicant shall undergo a practical skill test by an examiner or by a CAAT inspector authorised to perform FOO/FD Skill Test
- (b) During the practical skill test, the applicant shall demonstrate the ability to:
  - (1) identify and to retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;
  - (2) identify and evaluate the risk factors and the possible consequences for flight operations;
  - (3) identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation;
  - (4) determine an appropriate course of action based on the responsibilities and policies described in the operation manuals;
  - (5) apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation;
  - (6) make an accurate and operationally acceptable weather analysis; provide an operationally valid briefing on weather conditions of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;

- (7) identify and apply operational limitations and minimums in relation to the weather, aircraft status and appropriate navigation procedures;
- (8) determine the optimum flight path for a given segment, and create accurate manual and/or computer generated flight plans;
- (9) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence; and
- (10) recognize and manage threats and errors.

### **FOO/FD.050 Validity**

- (a) The FOO/FD licence shall be valid for 5 years, as prescribed by Ministerial Regulation regarding Personnel License B.E. 2550, from the date of issue, renewal or revalidation plus the remainder of the month of the issuance, renewal or revalidation, unless it is revoked by CAAT.

### **FOO/FD.055 Revalidation/renewal**

Revalidation/renewal, as prescribed by Requirements of the Civil Aviation Authority of Thailand No. 45 On the Application for and Issuance of Personnel Licence and Rating Endorsement B.E. 2566 (2023) and Additional Amendment

- (a) Revalidation. Applicant shall have the actual duty experience within the last ninety days prior to submission of the application or has completed requalification/refresher training course that has been approved by the Director General, from an aviation training organization certified by the Director General within the last six months prior to submission of the application.
- (b) Renewal. If FOO/FD licence has expired, in order to renew their privileges applicants shall submit a certified letter issued by the original affiliation, indicating that while the FOO/FD Licence has been expired, the applicant did not exercise the privileges.

### **FOO/FD.060 Instructors**

- (a) FOO/FD instructors shall:
  - (i) have appropriate knowledge in the field where instruction is to be given; and
  - (ii) have successfully completed Teaching and Learning Course or Train The Trainer Course; or graduated from the Faculty of Education; and
  - (iii) be capable of using appropriate instructional techniques; and
  - (iv) be able to present their subject in an effective manner; and
  - (v) for practical instructor, shall
    - (1) hold or have held FOO/FD Licence; and
    - (2) have exercised the privileges of FOO/FD Licence for a period of at least one year.
- (b) Where the instructors used to teach course material are not themselves qualified FOO/FD, a qualified FOO/FD shall be available for coordinating and answering questions relating to the practical application of the course material.

## **FOO/FD.065 Examiners**

FOO/FD examiners shall be a CAAT inspector authorised to perform FOO/FD skill tests and proficiency checks (ASI-PEL-FDI).