

Checklist Number:

Checklist Name: Checklist for Base Audit (AOCR-TCAR OPS)
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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	1. Overall Assessment					
1.1	Assess the overall of the Operator's: - Organisational setup (each department roles concerning airworthiness such as maintenance under AOC provisions, reliability program, flight recording inspection, maintenance records, facilities owned, etc.) - Fleet management status (aircraft/engine type managed and each aircraft C of A validity) - Operational area and specific approvals granted (Location/destination, specialised operation authorisation, specific approvals obtained for each aircraft) - AOC status and scope of approval - Continuing airworthiness of aircraft listed on the AOC is managed by function included in the AOC - Management of contractor and subcontractor for which service(s) they provide	- TCAR OPS - PART ORO (IR) SUBPART GEN: SECTION 3 ORO.GEN.310 -(d) - TCAR OPS - PART ORO (AMCs&GM) SUBPART GEN: SECTION 3 - AMC1 ORO.GEN.310(b);(d);(f) - - Air Operator Certificate Requirements Chapter 1				
1.2	Does the appointed Accountable Manager has the authority for ensuring that all activities are financed and carried out in accordance with the applicable requirements and the scope of approval? Ensure that there are no any of the following situations:	- TCAR OPS - PART ORO (IR) SUBPART GEN: SECTION 2 ORO.GEN.210 -(a) - TCAR OPS - PART ORO (AMCs&GM) SUBPART GEN: SECTION 2 - GM1 ORO.GEN.210(a) - - Air Operator Certificate Requirements Chapter 5 Item 1.3				



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	• Significant lay-offs or turnover of personnel leading to discontinuity/overdue of the works to be performed • Consecutive delays in payroll • 'Cutting corner' evidence is revealed (reduction of safe operating standards) • Significant lack of providing required trainings for personnel • Evidence of shortage of supplies and spare parts due to financial condition leading to significant deferral of defects affecting aircraft airworthiness					
1.3	Regarding organisation chart, does the Operator ensure that: (1) The chart is up-to-date and reflect the current (2) Compliance monitoring staff (e.g. Manager, Auditor) are independent from the Head of Engineering. (3) Compliance monitoring system is "independent" which normally means that the Compliance Monitoring Manager and the compliance monitoring staff are not directly involved in the function being audited (continuing airworthiness management, maintenance process, maintenance certification, issue of authorisations, training, etc.).	- Air Operator Certificate Requirements Chapter 9 Item 30.2.2 - Air Operator Certificate Requirements Chapter 9 Item 2.3 - Air Operator Certificate Requirements Chapter 9 Item 3.2 - Air Operator Certificate Requirements Chapter 5 Item 1.4 - Approved Maintenance Organisation Requirements 145.A.30 - Air Operator Certificate Requirements Chapter 9 Item 4.1				

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	(4) For maintenance under AOC provision, certifying staff may report to any of the managers specified, excluding the person responsible for the compliance monitoring system, to ensure the compliance monitoring staff remain independent. (5) It is clearly identified for any management person holds more than one position. (6) The Head of Engineering is not employed by any CAAT Part-145 AMO under contract to the Operator, unless specifically agreed by CAAT. (7) All nominated personnel are presented in the chart (including the CMR staff). (8) All nominated personnel ultimately responsible to the Accountable Manager.					
1.4	Regarding facilities, does the Operator ensure that: (1) All facilities for continuing airworthiness management and applicable maintenance tasks owned by the Operator reflect the information and layout identified/described in the GMM. (2) The PPB, main and supporting offices, postal address of each facilities, e-mail addresses/contacts, subcontractors facilities, applicable line maintenance	- Air Operator Certificate Requirements Chapter 2 Item 40.3 - Air Operator Certificate Requirements Chapter 9 Item 2.3 - Air Operator Certificate Requirements Chapter 9 Item 32.6 - Air Operator Certificate Requirements Chapter 9 Item 3.2				

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	facilities, and/or applicable subcontractors maintenance facilities are correctly identified. (3) Any inadequacy of facilities observed in the course of operations is reported to the entity responsible for them, without undue delay. (4) CAAT is granted access by the Operator at any time to any facility, aircraft, document, records, data, procedures, or any other material relevant to their activity subject to the AOC and Operations Specification, whether it is contracted/subcontracted or not.					
1.5	Does the Operator's management systems ensure effective engineering support of his fleet of aircraft over the whole of the routes operated, quality control and assurance which must be exercised as necessary to achieve satisfactory standards of continuing airworthiness?	- Air Operator Certificate Requirements Chapter 9 Item 3.6				
2. Leasing and Code-Share Arrangement						
2.1	As applicable, does the Operator ensure that: (1) Any lease agreement concerning aircraft used by the operator is subject to prior approval by the CAAT. (2) There is no Dry lease-in of a foreign-registered aircraft. (3) All leasing agreements are:	- TCAR OPS - PART ORO (IR) SUBPART AOC: ORO.AOC.110 - - TCAR OPS - PART ORO (AMCs&GM) SUBPART AOC: AMC2 ORO.AOC.110(c) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART				



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	(a) clearly identified with the names of lessor and lessee. (b) monitored for validity and those agreements for in-service-leased aircraft are valid. (c) clearly described with the correct information of the leased aircraft (e.g. make/model, registration, MSN). (d) clearly described with the effective period or dates (duration of lease). (e) accepted by CAAT prior to its effective date (f) clearly identified who is responsible for maintenance obligation (signing of maintenance release, completion of maintenance programme, AD compliance) (4) For Wet lease-in, the foreign-registered aircraft complies with CAAT equivalent standards as described in AMC1 ORO.AOC.110(c). (5) Operational control over the leased aircraft are clearly described. (6) The parties involved in the lease arrangement demonstrate sufficient knowledge and adequate resources to fulfil their roles and responsibilities with regard to the continuing airworthiness and operational control of the aircraft for the duration of the lease. (7) Proposals of amendment affecting the roles and	AOC: AMC1 ORO.AOC.110(c) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART AOC: GM1 ORO.AOC.110(c) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART AOC: AMC1 ORO.AOC.110(f) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART AOC: AMC1 ORO.AOC.110 -				

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	responsibilities with regard to the continuing airworthiness and operational control of the aircraft of the approved lease arrangement have been notified to CAAT before engagement. (8) For Dry lease-out (one of its aircraft), it is applied for prior approval by the CAAT. (9) For Wet lease-out, the procedure to notify CAAT is established and implemented.					
2.2	As applicable to Code-share agreements with foreign operators, does the Operator ensure that: (1) The foreign operator is subject to Code-Share Audit Program for monitoring continuous compliance. (2) The foreign operator complies with the applicable ICAO standards: ICAO Annexes 1, 2, 6 Part I and III, as applicable, 8 and 18 (3) In case the audit is performed by contractor, it complies AMC2 ORO.GEN.205 on contracted activities and a list of foreign code-share monitored by the contractor is maintained and the full audit reports are available to CAAT upon request.	- TCAR OPS - PART ORO (IR) SUBPART AOC: ORO.AOC.115 -(b) - TCAR OPS - PART ORO (AMCs&GM) SUBPART GEN: SECTION 2 - AMC2 ORO.GEN.205 - - TCAR OPS - PART ORO (AMCs&GM) SUBPART AOC: AMC2 ORO.AOC.115(b) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART AOC: AMC1 ORO.AOC.115(b) -				
2.3	As applicable to dry leased foreign-registered aircraft, does the Operator ensure that the GMM is approved by	- Air Operator Certificate Requirements Chapter 12 Item 2.1				

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	the Authority and acceptable to the State of Registry?	- Air Operator Certificate Requirements Chapter 1 Item 9 - Helicopter Operations Requirements 6.2.1				
	3.1 Contracted Maintenance - General					
3.1	For contracted maintenance (CAAT-145 AMO), does the Operator ensure that the contract / agreement addresses the following information: (1) Full detail of the division of responsibilities between the Organisation and the contracted maintenance organisation. (2) Contents in accordance with AOCR Appendix P (3) Responsibilities for the assessment and incorporation of manufacturer's Service Information and for compliance with mandatory requirements.	- Air Operator Certificate Requirements Chapter 9 Item 7.1.7 - Air Operator Certificate Requirements Chapter 9 Item 7.1.3				
3.2	For contracted maintenance, does the Operator ensure that: (1) The contractor is selected in accordance with approved procedures and undergone pre-audit before approval. (2) The maintenance activities provided by contracted CAAT-145 AMO under the correct granted ratings conforming to requirements and limitations granted by	- Air Operator Certificate Requirements Chapter 9 Item 7.3.2 - Air Operator Certificate Requirements Chapter 9 Item 7.3.3 - Air Operator Certificate Requirements Chapter 9 Item 7.1.9 - Air Operator Certificate Requirements Chapter 9 Item 7.1.8				

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	CAAT. (2) A person is nominated for engineering liaison on all matters relating to the contract / agreement and for airworthiness matters affecting safety. (3) Responsibilities and communication paths are made clear to all concerned personnel. (4) Copies of all agreements, including side letters and addenda, between the parties concerned are available for CAAT examination. (5) CAAT is notified, at least one month in advance, of any proposal to change the maintenance arrangements, e.g. a change to another maintenance organisation or significant organisational, procedural or technical change to a maintenance agreement. (6) The list of contracted maintenance organisation is kept up-to-date. (7) When the Organisation chooses to use one-time individual work orders for unscheduled line maintenance or components maintenance, it must be demonstrated that this maintenance is manageable through work orders, both in terms of volume and complexity.	- Air Operator Certificate Requirements Chapter 9 Item 3.4 - Air Operator Certificate Requirements Chapter 9 Item 7.1.1 - Air Operator Certificate Requirements Chapter 9 Item 7.1.5 - Air Operator Certificate Requirements Chapter 13 Item 2(a)1) - Air Operator Certificate Requirements Chapter 9 Item 7.1.4 - Air Operator Certificate Requirements Chapter 9 Item 5.4 - Helicopter Operations Requirements 9.2(a).1				
3.3	For contracted maintenance, does the Operator's	- Air Operator Certificate Requirements				

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	management system ensure that the maintenance contractor: (1) Responds to the provisions of the agreement, employing necessary technical resources to achieve the tasks. (2) Has a system to ensure shift arrangements maintain continuity of control over servicing and dispatch activities, with seamless handover between shifts. (3) Employs a sufficient number of qualified, licensed, and approved personnel to meet operational demands, perform scheduled and unscheduled tasks, and issue Certificates of Release to Service. (4) Has a clearly defined agreement outlining the actions the AMO can perform without prior consultation and those requiring the Operator's approval. (5) Ensures the safe operation of the aircraft.	Chapter 9 Item 3.3 - Air Operator Certificate Requirements Chapter 9 Item 5.4 - Air Operator Certificate Requirements Chapter 9 Item 7.3.4 - Air Operator Certificate Requirements Chapter 9 Item 7.2.3 - Air Operator Certificate Requirements Chapter 9 Item 28.2.2 - Air Operator Certificate Requirements Chapter 9 Item 28.2.1				
	4.1 Maintenance Arrangement - Line Station					
4.1	Does the Operator ensure that each line station is provided with, as applicable: (1) A summary of the technical literature provided for the station. The list shall be kept up to date and made available to the technical library so that amendments	- Air Operator Certificate Requirements Chapter 9 Item 28.2.3				



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	and periodic checks of currency can be made. (2) A summary of the station spares holding with an indication of which items are held for priority purposes, e.g. to meet possible MEL compliance requirements or EDTO dispatches etc. (3) Company procedures and technical instructions appropriate to the aircraft types supported. (4) Such extracts from the maintenance schedule, in the form of worksheets or cards etc, as are necessary to perform the tasks allocated to the station. (5) Access to deferred and repetitive defect information to assist in the diagnosis of reported defects. (6) Details of any subcontracts for line support, fuel supply, loading and ground handling entered into by the Operator to enable the person responsible for dispatch to ensure that all significant airworthiness tasks are satisfactorily accomplished. (7) Maintenance facilities and working accommodation appropriate to the scale of work and undertakings of the station. (8) Ground support equipment as appropriate including equipment or access to equipment for the ground de-icing, anti-icing of aircraft as necessary.					

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	4.2 Maintenance Arrangement - Under AOC Provision					
4.2.1	When the Operator carries out maintenance under AOC provisions, has the Operator established and implemented the procedures for provision with regard to the following topics in accordance with AMO requirements? (1) Tooling - 145.A.40 Equipment and tools (2) Spares - 145.A.42 Components (3) Facilities - 145.A.25 Facility requirements (4) Technical record control - 145.A.45 Maintenance data - 145.A.65 Maintenance procedures - 145.A.55 Recordkeeping (5) Release to service - 145.A.48 Performance of maintenance - 145.A.50 Certification of maintenance - 145.A.205 Contracting and subcontracting (6) Manpower resources - 145.A.30 Personnel requirement (7) Personnel competency - 145.A.30 Personnel requirement - 145.A.35 Certifying staff	- Approved Maintenance Organisation Requirements 145.A.45 - Approved Maintenance Organisation Requirements 145.A.30 - Approved Maintenance Organisation Requirements 145.A.35 - Approved Maintenance Organisation Requirements 145.A.50 - Approved Maintenance Organisation Requirements 145.A.25 - Approved Maintenance Organisation Requirements 145.A.42 - Approved Maintenance Organisation Requirements 145.A.48 - Approved Maintenance Organisation Requirements 145.A.40 - Approved Maintenance Organisation Requirements 145.A.205 - Approved Maintenance Organisation Requirements 145.A.65				

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	(8) Training - 145.A.30 Personnel requirement	- Approved Maintenance Organisation Requirements 145.A.55 - Air Operator Certificate Requirements Chapter 9 Item 2.2 - Air Operator Certificate Requirements Chapter 9 Item 2.3				
4.2.2	When the Operator carries out maintenance under AOC provisions, does the Operator ensures that (1) It is carried out under the scope of approval (2) Shift arrangements are maintained for continuity of control over servicing and dispatch activities, with seamless handover between shifts. (3) Employs a sufficient number of qualified, licensed, and approved personnel to meet operational demands, perform scheduled and unscheduled tasks, and issue Certificates of Release to Service in accordance with approved procedures (4) The working conditions are appropriate to the nature of the task and the necessary tools, equipment, test apparatus and technical instructions are available. (5) The maintenance task is completed in accordance with approved data, signed off by authorised personnel,	- Air Operator Certificate Requirements Chapter 9 Item 2.6 - Air Operator Certificate Requirements Chapter 9 Item 28.2.2 - Air Operator Certificate Requirements Chapter 9 Item 2.3 - Air Operator Certificate Requirements Chapter 9 Item 2.2 - Air Operator Certificate Requirements Chapter 9 Item 2.5 - Air Operator Certificate Requirements Chapter 9 Item 28.2.1 - Air Operator Certificate Requirements Chapter 9 Item 2.4				

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	and clearly released under AOC provisions in accordance with approved procedures					
4.2.3	When the Operator carries out maintenance under AOC provisions, regarding critical maintenance tasks and error-capturing methods, does the Operator ensure that: (1) The list of critical maintenance task is established based on appropriate data source (TCH data, occurrence report, audit result, training feedback, etc.) for task that involves the assembly or any disturbance of a system or any part of an aircraft, engine or propeller that, if an error occurred during its performance, could directly endanger the flight safety. (2) The error-capturing method(s) to be used is identified and implemented which are: • The primary error-capturing method to be used must be the independent inspection • Re-inspection (limited to unforeseen cases when only one person is available) (3) Personnel who perform the independent inspections is authorised and qualified. (4) The risk of errors and errors being repeated in identical maintenance tasks compromising more than one	- Approved Maintenance Organisation Requirements 145.A.48 - Air Operator Certificate Requirements Chapter 13 Item 2(a)2) - Air Operator Certificate Requirements Chapter 9 Item 2.3 - Helicopter Operations Requirements 9.2(a).2				

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	system or function are minimised.					
4.2.4	When the Operator carries out maintenance under AOC provisions, regarding organising of maintenance activities, does the Operator ensure that: (1) Workscope is assessed (line or base maintenance) to ensure that the maintenance tasks to be performed are under the scope of approval. (2) Relevant maintenance documents are available and update. (3) All necessary resources are available before commencement of work (e.g. space, manpower with required capabilities, staff, facilities, tools, equipment, parts, documentation, etc.). (4) Contractors are outsourced when necessary. (5) Maintenance personnel and all necessary support are provided during maintenance. (6) Shift is organisation adequately to ensure adequate rest of staff and considers fatigue in the planning of maintenance. (7) The working time policy is cleared and communicated to all maintenance personnel. (8) Critical maintenance tasks are well planned.	- Approved Maintenance Organisation Requirements 145.A.65 - Approved Maintenance Organisation Requirements 145.A.45 - Air Operator Certificate Requirements Chapter 9 Item 2.3 - Air Operator Certificate Requirements Chapter 9 Item 3.3 - Air Operator Certificate Requirements Chapter 9 Item 3.2				

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4.2.5	When the Operator carries out maintenance under AOC provisions, regarding maintenance away from base and approved line stations, does the Operator ensure that: (1) It is carried out in accordance with approved procedures. (2) The maintenance performed in location other than base and approved line station(s) under AOC provisions is limited to the following cases: (a) To support an unserviceable aircraft: It must be understood that this privilege is intended to be used only for the need of aircraft maintenance in the case of an unscheduled/unexpected event, such as an aircraft on ground (AOG) requiring defect rectification. (b) Additional scenarios may be considered by the CAAT on a case by case basis upon official request and approval. (3) The task is not over scope of approval. (4) Necessary facilities, certifying staff, tools, equipment, material, and maintenance data are made available at the location to perform the task. (5) Aircraft certificate of release to service is issued after maintenance by the Operator's authorised Certifying Staff. (6) Quality System ensures and oversights for all works	- Air Operator Certificate Requirements Chapter 13 Item 2(a)2) - Air Operator Certificate Requirements Chapter 9 Item 3.5 - Air Operator Certificate Requirements Chapter 9 Item 3.2 - Air Operator Certificate Requirements Chapter 9 Item 3.6 - Helicopter Operations Requirements 9.2(a).2				

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	away from base or approved line stations that they are in compliance with the approved scope of work. (7) The routine tasks or schedule maintenance tasks are NOT permitted to be performed under AOC provisions at location other than base or approved line stations. In this case the approval of a new line station must be requested to CAAT (or contracted AMO must be sought).					
4.2.6	When the Operator carries out maintenance under AOC provisions, regarding line maintenance procedures, does the Operator ensure that line maintenance procedures are effective throughout all stations, including but not limited to, as applicable: (1) Line Maintenance Procedure Related to Servicing / Fueling / De-icing / etc. (2) Line Maintenance Control of Defects and Repetitive Defects (3) Line Procedure for Pooled Parts and Loaned Parts (4) Line Procedure for Return of Defective Parts Removed from Aircraft	- Air Operator Certificate Requirements Chapter 9 Item 3.2 - Air Operator Certificate Requirements Chapter 13 Item 2(a)2) - Air Operator Certificate Requirements Chapter 9 Item 3.6 - Air Operator Certificate Requirements Chapter 9 Item 3.5 - Air Operator Certificate Requirements Chapter 9 Item 2.2 - Helicopter Operations Requirements 9.2(a).2				
4.2.7	When the Operator carries out maintenance under AOC provisions, regarding contracted/subcontracted maintenance, does the Operator ensure for external	- Approved Maintenance Organisation Requirements 145.A.205 - Approved Maintenance Organisation				



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	working team management that: (1) The contracted or subcontracted activities performed by external working team are subject to hazard identification and safety risk management procedure. (2) For external team working under their own CAAT Part-145 approval (Contractor): (a) Segregation between the the Organisation and the CAAT Part-145 maintenance organisation working in the same premises is established. (b) Clear work order is provided to the external working team. (c) Type of support (tools/equipment, facilities,...) is made available to the External Team Working. (d) The progress of work is managed (meetings, etc.). (e) CAAT Part-145 release to service is performed from the working team. (3) For external working team not holding any CAAT Part-145 Approval (Subcontractor): In this case, the external working team is considered as a “Subcontractor” and the applicable procedures developed in GMM Item 3.8.6 are followed. The Organisation must be listed in GMM Item 5.3.2	Requirements 145.A.55 - Air Operator Certificate Requirements Chapter 9 Item 2.3				

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	together with the scope of authorisation. (a) The Subcontractor is controlled and listed in the List of Subcontractor. (2) System for control of materials, tools, working instructions, procedures, and documentation is in place. (4) The progress of work is managed (meetings, etc.). (5) Work performed by the outside team such as: repair, replacement, modification, overhaul, test, inspection. is certified. (6) Environmental conditions are considered. (7) Final certification is performed. (8) Training on the internal procedures to external staff is provided.					
	4.3 Maintenance Arrangement - Overall					
4.3	Does the Operator ensure that maintenance support arrangements are based on an organisation approved by the CAAT under CAAT Requirements for the maintenance or overhaul of the type of aircraft concerned?	- Air Operator Certificate Requirements Chapter 9 Item 3.4				
	5.1 Quality system - General					
5.1.1	Does the audit program consider all facilities and	- Air Operator Certificate Requirements				

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	procedures for ensuring continuing airworthiness at each operator's location considering at least as given in Appendix H, associated with relevant checklist/form ensuign applicable requirements, and effective across all operational and maintenance activities: (1) Continuing Airworthiness Management of aircraft and its components (including planning, engineering, reliability, as applicable) (2) Continuing Airworthiness Management organisation/function (3) Facilities and each location (4) Maintenance program of aircraft (5) Airworthiness Directives (6) Pre-flight checks (flight preparation) (7) Modification and Repairs management (8) Defect Management (9) Quality system and independent audit (10) Safety management system (11) Contracted maintenance (base, line, on-call, components) (12) Subcontracted maintenance (13) Owned Part-145 or maintenance under AOC at each location	APPENDIX H - Air Operator Certificate Requirements Chapter 9 Item 30.1.2 - Air Operator Certificate Requirements Chapter 9 Item 30.1.1				



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	(14) Personnel and training program (15) Airworthiness Review (16) Aircraft audit					
5.1.2	Does the Operator ensures that the Quality Audit Checks: (1) Arranged independently to ensure auditors are not involved in the activity being audited. (2) Carried out on a planned basis every year. (3) Recorded and assessed, with criticisms forwarded for corrective action to the responsible function(s). (4) Supported by a feedback system to confirm corrective actions and inform relevant personnel of deficiencies and outcomes. (5) Records are available for the CAAT audit. (6) Where deficiencies or discrepancies have been disclosed to the Operator or their maintenance contractor subject to a surveillance inspection, the Operator ensures corrective action is taken and advise the CAAT of the action taken.	- Air Operator Certificate Requirements Chapter 9 Item 30.2.2 - Air Operator Certificate Requirements Chapter 9 Item 3.6 - Air Operator Certificate Requirements Chapter 9 Item 30.2.4 - Air Operator Certificate Requirements Chapter 9 Item 32.7 - Air Operator Certificate Requirements Chapter 9 Item 30.2.3				
5.1.3	Does the Operator adhere to the the following described in the GMM? (1) Quality Assurance System, (2) Quality Policy endorsed by the Accountable Manager	- Air Operator Certificate Requirements Chapter 9 Item 30.1.3 - Air Operator Certificate Requirements APPENDIX H				

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	(3) Audit Programme with quality audit function carried out as a complete single exercise or subdivided over the annual period (4) Audit plan including procedures explain how the activities/functions quality check are distributed into different audits and sample checks in the scheduled plan. It shall also be explained that intervals are reduced when negative trends and concerns are identified.	- Air Operator Certificate Requirements Chapter 9 Item 30.1.1				
5.1.4	Does the Operator ensure that when contracting maintenance or when subcontracting any part of its continuing airworthiness management activities: (1) These activities conform to the applicable requirements; and (2) Any aviation safety hazards associated with such contracting or subcontracting are considered as part of the organisation's management system.	- Air Operator Certificate Requirements Chapter 9 Item 30.1.5				
5.2 Quality System - Quality Personnel						
5.2	Does the Operator ensure that: (1) The quality department is adequately staff with qualified and trained personnel who possess sufficient experience in quality assurance and technical knowledge of the aircraft being maintained.	- Air Operator Certificate Requirements Chapter 9 Item 30.1.4 - Air Operator Certificate Requirements Chapter 9 Item 30.2.2 - Air Operator Certificate Requirements				

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	(2) The assigned quality assurance staff is given with clear terms of reference and responsibility. (3) All Quality Audit Personnel are authorised with a clear scope of the auditor authorisation (e.g., A320 Product audit, System/procedures Audit, CMR audit, contracted maintenance audit, subcontracted tasks, etc.) in accordance with approved procedure. Issue, extension, renewal or withdrawal procedures of authorisations are implemented. (4) List of auditors is kept up-to-date. (5) When the Operator uses skilled personnel working within another department, the independence is ensured.	Chapter 9 Item 30.2.1				
	5.3 Quality system - Contracted Maintenance					
5.3	For contracted maintenance organizations, does the Operator ensure the following: (1) The maintenance organisation is preaudited by the Operator's representatives before approval of the contact.. (2) Reports for all such audits, available to CAAT upon request. (3) Contract is reviewed by Quality Manager (or designated staff) to ensure the content and	- Air Operator Certificate Requirements Chapter 9 Item 32.6 - Air Operator Certificate Requirements Chapter 9 Item 7.1.4 - Air Operator Certificate Requirements Chapter 9 Item 7.1.5 - Air Operator Certificate Requirements Chapter 9 Item 5.4				

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	responsibilities. (4) List of contracted maintenance organisation in the GMM is updated. (5) Interface procedures training for contracted maintenance organisation staff on detailed work instructions (aircraft technical log/task cards fill-in instructions, MEL Rectification Interval Extension procedure, damage assessment report procedure, GMM procedures, etc). (6) Evaluation through the Operator's Quality Audit Programme of their maintenance contractors, assessing adequacy of facilities, staff, premises, and equipment, satisfaction of work quality, and compliance with coordination, planning, and control requirements. (7) When the operator chooses to use one-time individual work orders for unscheduled line maintenance or components maintenance, it shall be demonstrated that this maintenance is manageable through work orders, both in terms of volume and complexity.					
	5.4 Quality system - Aircraft Flight Preparation					
5.4	Has the Operator established and implemented quality assurance procedure to ensure that the aircraft flight	- Air Operator Certificate Requirements Chapter 9 Item 22.5				

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	preparation is safely conducted in accordance with approved procedures (whether the aircraft is dispatched by the Operator or the contracted organisation) to satisfy that: (1) Fuel uplifted prior to flight is free from contamination. (2) Refueling of the aircraft is safely carried out. (3) Baggage and cargo are loaded and restrained in accordance with AFM limitation and cargo doors are secured. (4) Push-back and start-up are carried out to an SOP for specific type of aircraft, engine area free from debris, fire fighting facilities are available. (5) Control surface and landing gear locks, restraint devices and blanks are removed. (6) Proper attention is given to the rectification of recorded defects, MEL, and any limitation. (7) The aircraft is serviced and inspected as required by the approved maintenance programme.	- Air Operator Certificate Requirements Chapter 9 Item 20.1				
	5.5 Quality system - De-icing & Anti-icing					
5.5	Does the Operator ensure that: (1) De-icing equipment, including items such as mixer nozzle is fully serviceable (controlled and calibrated) and	- Air Operator Certificate Requirements Chapter 9 Item 29.1 - Air Operator Certificate Requirements				

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	available at each location where aircraft are likely to require de-icing. (2) De-icing fluid mixtures are properly checked, stored, and identified according to suitable conditions. (3) Quality audits are conducted to ensure effective de-icing/anti-icing procedures specific to their aircraft type, ensuring subsequent safe operation.	Chapter 9 Item 29.4 - Air Operator Certificate Requirements Chapter 9 Item 29.3 - Air Operator Certificate Requirements Chapter 9 Item 29.2				
	5.6 Quality system - Refueling					
5.6	Does the Operator ensure the following regarding fuel management: (1) Storage and delivery facilities comply with IATA fuel guidelines and dispensed fuel is fit for aircraft use. (2) Implementation of a fuel uplift sampling program to monitor fuel supplier quality performance and detect any history of contamination. (3) Adherence to a minimum frequency of fuel contamination checks, as acceptable to CAAT, at the point of uplift. (4) Arrangement of audits to ensure ongoing acceptability of fuel quality throughout operations. (5) Proper training of personnel engaged in refueling activities, including knowledge of fuel quality sampling.	- Air Operator Certificate Requirements Chapter 9 Item 20.3 - Air Operator Certificate Requirements Chapter 9 Item 20.4 - Air Operator Certificate Requirements Chapter 9 Item 20.2				

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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
5.7	When the operator subcontracts any part of its continuing airworthiness management activities to another organisation, does the Operator ensure that: (1) the subcontracted organisation work under the approval of the organisation's quality management. (2) List of subcontracted organisation and associated agreements is updated and included in the GMM. (3) CAAT is given access to the subcontracted organisation, to determine continued compliance with the applicable requirements.	- Air Operator Certificate Requirements Chapter 9 Item 2.1 - Air Operator Certificate Requirements Chapter 9 Item 30.1.6				
	6.1 Safety Management System - SMS					
6.1	Does the Operator implement a safety management system acceptable to the CAAT that is based on the ICAO Doc 9859 Safety Management Manual:	- Air Operator Certificate Requirements Chapter 5 Item 10.1				
6.1.1	Identifies safety hazards and assesses, controls and mitigates risks (1) The safety occurrence reporting system is established for both mandatory and voluntary reports, ensuring that mandatory reportable occurrences are reported to CAAT, including relevant occurrences are forwarded to organization responsible for the type design (aeroplane with over 5700 kg MTOW or helicopter with 3175 kg	- ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัยฯ หมวด ๓ ข้อ ๑๓ - ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัยฯ หมวด ๑ ข้อ ๙ - ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัยฯ				

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No.	Subject	Reference	S	U	N/A	Comment
	MTOW). (2) Mandatory occurrences been reported to CAAT with the required information and within the required timeframe (initial report, follow-up report, and final report) (3) Ensure that any accident or incident occurring in the approved facility will be reported to CAAT (4) Hazards and risks are identified from all sources and assessed in accordance with the approved procedures. (5) Each risk addressed with proper mitigation. (6) Assessment and mitigation are properly implemented to reduce the risk to an acceptable level.	หมวด ๔ ข้อ ๑๕ - ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัย หมวด ๑ ข้อ ๘ - ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัย หมวด ๑ ข้อ ๖ - ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัย หมวด ๑ ข้อ ๕ - Air Operator Certificate Requirements Chapter 5 Item 10.1 - Air Operator Certificate Requirements Chapter 12 Item 5.3 - Air Operator Certificate Requirements Chapter 2 Item 17.1 - Air Operator Certificate Requirements Chapter 12 Item 5.2 - Air Operator Certificate Requirements Chapter 12 Item 5.1 - Helicopter Operations Requirements 6.5.1 - Helicopter Operations Requirements 6.5.2 - Helicopter Operations Requirements 6.5.3				



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6.1.2	Ensures the implementation of remedial actions necessary to maintain the agreed safety performance and continuous monitoring assessment of the safety performance achieved: (1) Are safety objectives measurable, and relevant to the safety commitment or policy? (2) Are SPIs established in line with the safety policy or objectives? (3) Are appropriate actions taken for any safety indicators that do not achieve the SPTs	- Air Operator Certificate Requirements Chapter 5 Item 10.1				
6.1.3	Aims to make continuous improvement to the overall safety performance of the safety management system (1) Management of Change procedure are effectively implemented ensuring: (a) Impact assessments cover all relevant aspects, such as impact on individuals, departments, external entities, operating environment, scope of works, processes, equipment, systems, software, checklists/forms, existing risk controls, financial health, regulatory approval, and organizational structure, policy, goals, and objectives. (b) Action plans for identified mitigations are	- Air Operator Certificate Requirements Chapter 5 Item 10.1				

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	properly established in response to risk exposure. (c) All identified mitigations are properly implemented before closing the Management of Change project (2) Essential safety information is effectively communicated to concerned personnel					
6.1.4	Identifies quality management system and emergency response planning (1) Lines of safety accountability throughout the Operator, including direct accountability for safety on the part of senior management are clearly defined. (2) Technical and maintenance personnel is aware of emergency response or contingency procedure established by the Operator.	- Air Operator Certificate Requirements Chapter 5 Item 10.1 - Air Operator Certificate Requirements Chapter 5 Item 10.3				
	6.2 Safety Management System - Protection of Safety data and Safety Information					
6.2.1	Regarding protection of safety data and safety information, has the Operator established and implemented: (1) A clear and adequate mechanism that supports the promotion of reporting culture under their SMS.	- ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัย หมวด ๕ ข้อ ๑๖ - ข้อกำหนด กพท. ฉบับที่ ๓๒ การพิทักษ์ข้อมูลและสารสนเทศความปลอดภัย ข้อ				

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Applicability:

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	(2) A clear statement to ensure that the safety data and safety information will be used strictly for the purpose of maintaining or improving aviation safety and will not be used to attribute blame or liability. (3) A system to limit accessibility for personal information from safety data and safety information of both mandatory and voluntary reporting system.	๔				
6.2.2	Does the Operator ensure the application of principles of exception that the safety data, safety information or related sources may be released: (a) where there are “facts and circumstances reasonably indicating that the occurrence may have been caused by an act or omission considered, in accordance with national laws, to be conduct constituting gross negligence, willful misconduct or criminal activity” (b) when release of such data or information is “necessary for the proper administration of justice” (c) when “the benefits of its release outweighs the adverse domestic and international impact such release is likely to have on the future collection and availability of safety data and safety information”	- ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัยฯ หมวด ๕ ข้อ ๑๖(๒) - ข้อกำหนด กพท. ฉบับที่ ๓๒ การพิทักษ์ข้อมูลและสารสนเทศความปลอดภัยฯ ข้อ ๖				
6.2.3	Does the Operator, in case the Safety Data and Safety	- ข้อกำหนด กพท. ฉบับ ๒๒				

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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
	Information have to be released or disclosed under the principles of exception, protect and record the disclosure information which includes but not limited to: (a) The person or organization that receives the Safety Data and Safety Information (b) Date by which the information is requested (c) The purpose for which the information will be used (d) Reason and necessity for the disclosure (e) Notification to the parties related to the requested Safety Data and Safety Information (f) Disclosure consent of the parties related to the requested Safety Data and Safety Information (if any) (g) Date of disclosure approval (h) The authorized person who approves the disclosure	ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัยฯ หมวด ๕ ข้อ ๑๖(๒) - ข้อกำหนด กพท. ฉบับที่ ๓๒ การพิทักษ์ข้อมูลและสารสนเทศความปลอดภัย ข้อ ๗				
	7. General Maintenance Manual – GMM					
7.1	Does the Operator ensure that: (1) The GMM describes all procedures required by applicable regulations, including engineering and maintenance arrangement procedures to support the Operator's operation (2) The GMM has been effectively periodically reviewed and is amended in accordance with approved procedure	- ประกาศกรมฯ ข้อกำหนดในการจัดทำคู่มือการซ่อมบำรุงทั่วไป ข้อ ๓ - Air Operator Certificate Requirements Chapter 9 Item 2.10 - Air Operator Certificate Requirements APPENDIX Y - Air Operator Certificate Requirements				



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	as necessary to ensure compliance with CAAT requirements and remains up-to-date to reflect the current approved operations. (3) For applicable indirect approval of the GMM, the GMM indirect approval procedure has been effectively implemented. (4) The GMM and subsequent amendments are submitted to CAAT for approval (direct approval) or notification (indirect approval). (5) Specific procedure is included in the GMM and approved prior to the commencement of any continuing airworthiness activity. (6) Copies of all amended GMM are furnished promptly to all concerned organizations / persons.	Chapter 9 Item 2.14 - Air Operator Certificate Requirements Chapter 9 Item 2.13 - Air Operator Certificate Requirements Chapter 9 Item 32.4 - Air Operator Certificate Requirements Chapter 13 Item 2 - Air Operator Certificate Requirements Chapter 9 Item 2.3 - Air Operator Certificate Requirements Chapter 12 Item 2.4 - Air Operator Certificate Requirements Chapter 9 Item 2.12 - Air Operator Certificate Requirements Chapter 9 Item 2.11 - Air Operator Certificate Requirements Chapter 12 Item 2.3 - Air Operator Certificate Requirements Chapter 12 Item 2.2 - Helicopter Operations Requirements 6.2.3 - Helicopter Operations Requirements 6.2.2 - Helicopter Operations Requirements 9.2 - Helicopter Operations Requirements 6.2.4				

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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
7.2	In case there is an indirect approval procedure of airworthiness manuals (GMM, AMP, RPM, TPM, EDTO Manual, etc.), has the procedure properly implemented conforming AOCR Appendix Y: (1) The amendment of the manual is the correct class as specified in the procedure. (2) Indirect approval can be identified and distinguished from direct approval. (3) All indirect approval are incorporated at the interval specified in the approved procedure. (4) Notification of indirect approval is made to the CAAT at least 10 calendar days before the effective date. (5) Notification is submitted with a completed manual inserted with indirect revision, along with support documents. (6) The procedure to stop utilising the published indirect approval when any fault revealed is properly practiced.	- Air Operator Certificate Requirements Chapter 9 Item 2.12 - Air Operator Certificate Requirements APPENDIX Y - Air Operator Certificate Requirements Chapter 9 Item 2.14 - Air Operator Certificate Requirements Chapter 9 Item 2.13				
7.3	According to the approved procedures, does the Operator ensure that the Pilot-In-Command is advised on: (1) Engineering assistance, necessary certifications, and handling uncertified work or doubts about other organizations when aircraft are away from the main base.	- Air Operator Certificate Requirements APPENDIX O.5.9.2 - Air Operator Certificate Requirements Chapter 5 Item 15.1 - Air Operator Certificate Requirements				

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No.	Subject	Reference	S	U	N/A	Comment
	(2) Reporting defects to the main base when no engineering support is available at route stations. (3) Information of modifications, trial installations, or changes affecting aircraft operation or imposing restrictions. (4) When the next Schedule Maintenance is due, by flying hours and calendar time (5) Any defects existing on the aircraft affecting its operational airworthiness and safety (6) Any maintenance actions due before the next Schedule Maintenance	Chapter 9 Item 19				
7.4	For the GMM associated documents management, does the Operator ensure that: (1) When the following lists are managed separately from the GMM, they are submitted to the CAAT for approval of any changes: (a) List of CMR staff (b) List of contracted maintenance organisations (c) List of subcontracted organizations (d) List of route stations, locations, or destinations with activity details undertaken at each location (2) All documents referred in the GMM but are not	- Air Operator Certificate Requirements Chapter 9 Item 2.1 - Air Operator Certificate Requirements APPENDIX AF				



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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
	provided in the GMM are listed in the List of Associated Documents. (3) All associated documents meet the same rules as the GMM and do not refer to any foreign approval or other organisation's manual. (4) All associated documents (especially any separated forms that are not included in any manual) are collected into a controlled manual and available for CAAT audit. (5) All documents listed in the List of Associated Documents are indirectly approved, as applicable, in accordance with the approved scope of eligible amendments and procedures. (6) Indirect approval of all associated documents are notified to the CAAT and submitted with copy of all such changes. (7) All associated documents are submitted for approval when the amendment is out of the approved scope of eligible amendments.					
7.5	Does the Operator ensure that the following proposal are notified to the CAAT before carry out such changes: (1) Change of Organisation Name (2) Change of postal address without any change of the	- Air Operator Certificate Requirements APPENDIX AF.2				



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	actual site (3) Change to the locations/facilities of the continuing airworthiness management function with or without amendment to the scope of approval (e.g. address change of any location already approved, addition or cancellation of sites, etc.) (4) Expansion or transfer of offices / facility layout (e.g. modification, extension, reduction, or reorganisation of an approved location, addition built working areas such as offices, or records keeping building within the approved facility, etc.) (5) Change of the Accountable Manager or nominated persons or Certificate of Maintenance Review (CMR) staff as required by the AOCR (6) Reduction or increase of the staff number when the variation is more than 25% of the total staff number, or, when variation is affecting the approval (e.g. resignation/termination of all staff managing compliance monitoring, resignation/termination of all staff responsible for continuing airworthiness management) (7) Reduction or increase of the scope of work affecting the approval certificate (e.g. addition/removal of an aircraft type or engine model not included in the					

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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
	approval certificate, extension of the scope of approval to add privileges, etc.) (8) Addition/removal of any organisation(s) working under the Operator quality system (Addition/removal of subcontractors) (9) Reduction or increase of the scope of work not affecting the approval certificate (Addition/removal/change of an aircraft registration from an existing aircraft fleet) (10) Any change to the procedures and associated documents (11) Any change affecting the approval certificate					
	8. Minimum Equipment List – MEL					
8.1	Does the Operator ensure that: (1) The MEL information is based on MMEL (as approved or published by State of Design) and contains all the contents required by regulations. The MEL format and the presentation of items and dispatch conditions reflect those of the MMEL. (2) The MEL contains: (i) a preamble in accordance with AMC1 ORO.MLR.105(d)(1), including guidance and definitions for	- TCAR OPS - PART ORO (IR) SUBPART MLR:ORO.MLR.105 - - TCAR OPS - PART ORO (IR) SUBPART GEN: SECTION 1 ORO.GEN.110 -(e) - TCAR OPS - PART ORO (AMCs&GM) SUBPART MLR: AMC1 ORO.MLR.105(g) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART MLR: GM1 ORO.MLR.105(g) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART				

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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
	crews and maintenance personnel using the MEL; (ii) the revision status of the MMEL upon which the MEL is based and the revision status of the MEL; (iii) the scope as per AMC1 ORO.MLR.105(d)(3), extent as per AMC2 ORO.MLR.105(d)(3), and purpose of the MEL as per GM2 ORO.MLR.105(d)(3); (iv) operational and maintenance procedures in accordance with MMEL as per AMC1 ORO.MLR.105(g). (3) Rectification intervals for each inoperative instrument, item of equipment or function listed in the MEL are established which are not less restrictive than the the corresponding rectification interval in the MMEL. (4) Effective rectification programme is established and implemented (5) The aircraft is only operated after expiry of the rectification interval specified in the MEL when: (i) the defect has been rectified; or (ii) the rectification interval has been extended (6) The MEL is amended (within 90 days from MMEL effective date) to the applicable changes of the MMEL, remains up-to-date, and all amendments are approved by CAAT. (7) The maintenance procedures referenced in the MEL	MLR: GM1 ORO.MLR.105(e);(f) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART MLR: AMC1 ORO.MLR.105(d) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART MLR: AMC1 ORO.MLR.105(d)(1) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART GEN: SECTION I - AMC1 ORO.GEN.110(e) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART MLR: AMC2 ORO.MLR.105(d)(3) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART MLR: GM1 ORO.MLR.105(d)(3) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART MLR: GM2 ORO.MLR.105(d)(3) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART MLR: AMC1 ORO.MLR.105(c) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART MLR: GM1 ORO.MLR.105(a) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART MLR: AMC1 ORO.MLR.105(d)(3) - - Air Operator Certificate Requirements Chapter 9 Item 10				

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	are completed prior to operating with the listed item inoperative. (8) The aircraft is operated with inoperative instruments, items of equipment or functions outside the constraints of the MEL but within the constraints of the MMEL with CAAT approval. (9) For non-safety-related- equipment, it is listed in the MEL with rectification interval category CAT 'D', or, effective decision making process for failures is established to determine if they are related to airworthiness and required for safe operation. (10) MEL Training program is in accordance with AMC1 ORO.GEN.110(e)					
8.2	For the MEL-RIE, does the Operator ensure that: (1) No extension is allowed for rectification intervals of category 'A'. (2) Procedures is established and implemented to address the one-time extension of rectification intervals and ongoing surveillance. (3) The extension of the rectification interval is within the scope of the MMEL for the aircraft type; (4) The extension of the rectification interval is, as a	- TCAR OPS - PART ORO (IR) SUBPART MLR:ORO.MLR.105 -(f) - TCAR OPS - PART ORO (AMCs&GM) SUBPART MLR: GM1 ORO.MLR.105(e);(f) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART MLR: AMC1 ORO.MLR.105(f) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART MLR: GM1 ORO. MLR.105(f) -				

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	maximum, of the same duration as the rectification interval specified in the MEL; (5) The rectification interval extension is not used as a normal means of conducting MEL item rectification and is used only when events beyond the control of the operator have precluded rectification; (6) Description of specific duties and responsibilities for controlling extensions is established by the operator; (7) CAAT is notified of any extension of the applicable rectification interval; (8) A plan to accomplish the rectification at the earliest opportunity is established.					
	9. Maintenance Program					
9.1	Does the Operator ensure that the Aircraft Maintenance Program (AMP): (1) Is based on current maintenance program information made available by the State of Design or by the Operator responsible for the type design, and any additional applicable experience (MRB, MPD, AMM, ICAs, etc.) (2) Design and application observe Human Factors principles. (3) Reflects any specific approval granted for each aircraft	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๕ - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๑๒ - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๔ - Air Operator Certificate Requirements Chapter 9 Item 22.1				

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	managed as per TCAR OPS Part-SPA. (4) Contains all the contents required by regulations. (5) Is amended as necessary to keep information contained therein up-to-date. (6) Copies are furnished promptly to all concerned organizations / persons. (7) Are reviewed periodically, preferably at least annually, in accordance with criteria prescribed in AOCR Appendix AE. (8) For indirect approval of the AMP, the procedure has been properly established in the GMM and effectively implemented. (9) Type Certificate Holder is kept consulting when actual operational utilization of aircraft differs significantly from aircraft utilization assumptions applicable to particular Maintenance Planning Document to ensure that their Maintenance programme is properly adjusted to match their aircraft profile. (10) Contains a pre-flight inspection to be completed by the crew or by maintenance personnel which is to verify that the aircraft continues to be serviceable.	- Air Operator Certificate Requirements Chapter 9 Item 8.1 - Air Operator Certificate Requirements Chapter 9 Item 8.8 - Air Operator Certificate Requirements Chapter 9 Item 8.4 - Air Operator Certificate Requirements APPENDIX AE - Air Operator Certificate Requirements Chapter 9 Item 2.14 - Air Operator Certificate Requirements Chapter 9 Item 8.2 - Air Operator Certificate Requirements Chapter 9 Item 2.13 - Air Operator Certificate Requirements Chapter 12 Item 3 - Air Operator Certificate Requirements Chapter 9 Item 2.12 - Air Operator Certificate Requirements APPENDIX Y - Air Operator Certificate Requirements Chapter 9 Item 8.10 - Air Operator Certificate Requirements				



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		Chapter 9 Item 8.5 - Air Operator Certificate Requirements APPENDIX AB - Air Operator Certificate Requirements Chapter 9 Item 8.9 - Helicopter Operations Requirements 9.3 - Helicopter Operations Requirements 6.3				
9.2	For permitted variation, does the Operator ensure that: (1) Condition and application are in accordance with the principle prescribed in AOCR Appendix AA and approved procedures in the GMM. (2) The responsible personnel is competent to perform duties and responsibilities for preparing and controlling the variations. (3) The required variation documents are submitted to the CAAT for approval or notification. (4) The copy of the approval is attached with the technical log entry. (5) Once the maintenance that applied with variation is accomplished, the CAAT is notified. (6) The variation records are retained at least 90 days after aircraft has been permanently withdrawn from	- Air Operator Certificate Requirements Chapter 9 Item 2.8 - Air Operator Certificate Requirements Chapter 9 Item 2.9 - Air Operator Certificate Requirements APPENDIX AA				



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	service (7) In addition, for one-time variation: (7.1) The variation is authorised by the nominated competent personnel. (7.2) The authorised variation is documented and sent to CAAT with all related required documents. (7.3) The notification is made to CAAT as soon as possible but no later than 10 days after the extension is authorised. (7.4) The variation is assessed, authorised, controlled, and monitored in accordance with approved procedures.					
9.3	Regarding maintenance planning, does the Operator ensure that all required maintenance (AMP tasks, ADs embodiment, etc.) whether it is scheduled or unscheduled maintenance is performed in due time in accordance with the approved AMP in a controlled and satisfactory manner, including but not limited to: (1) Tasks due date control system. (2) Short term, mid-term and long-term planning. (3) Coordination with Contracted Maintenance Organizations to allocate maintenance events/slots and plan timely aircraft presentation, provide and track work	- Air Operator Certificate Requirements Chapter 9 Item 8 - Air Operator Certificate Requirements Chapter 12 Item 1.4 - Air Operator Certificate Requirements Chapter 9 Item 2.1 - Helicopter Operations Requirements 6.1.5				

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	package revisions, ensuring consistency and conformity with the Certificate of Release to Service, prevent flights if maintenance tasks are overdue, and liaise on maintenance contracts, agreements, and airworthiness matters affecting safe operation. (4) Re-scheduling of maintenance tasks not performed (deferred/carried-forward items). (5) Process of the work package received after the maintenance event, so as to review its content, update the aircraft continuing airworthiness records and archive the work package in accordance with the applicable procedures.					
9.4	Regarding weight and balance control program, does the Operator ensure that: (1) The mass and the CG position of all aircraft are established by actual weighing prior to initial entry into service and thereafter at intervals as required by applicable requirements. (2) The mass and balance statement reflects the current status of the aircraft. (3) The weighing is accomplished by the manufacturer of the aircraft or by an approved maintenance organisation,	- ประกาศ กพท. หลักเกณฑ์ วิธีการ และระยะเวลาในการชั่งดุลอากาศยาน ข้อ ๖ - ประกาศ กพท. หลักเกณฑ์ วิธีการ และระยะเวลาในการชั่งดุลอากาศยาน ข้อ ๕ - ประกาศ กพท. หลักเกณฑ์ วิธีการ และระยะเวลาในการชั่งดุลอากาศยาน ข้อ ๗ - TCAR OPS - PART CAT (IR) SUBPART C: SECTION 3 CHAPTER 1 CAT.POL.MAB.100 - - TCAR OPS - PART CAT (IR) SUBPART C: SECTION 3 CHAPTER 1 CAT.POL.MAB.105 -				



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	by competent personnel who has been trained following instructions in approved data such as Aircraft Maintenance Data, Weight and Balance Manual, etc. (4) Precautions are taken consistent with good practices. (5) The accumulated effects of modifications and repairs on the mass and balance are accounted for and properly documented. (6) Weighing equipment are properly calibrated, zeroed, and used per the manufacturer's instructions. Calibration is done by the manufacturer, a certified authority, or an authorized organization within the required timeframe or the manufacturer's specified period, whichever is shorter. The equipment must ensure accurate aircraft mass measurement and meet required weighing accuracy criteria. (7) It is performed by 2-time weighing with the accuracy of $\pm 0.2\%$ gross weights or ± 10 kg (25 lbs), whichever is the higher (8) The mass and centre of gravity (CG) position of the aircraft are revised or reweight when required and such information are made available to the pilot-in-command.					
9.5	Regarding Maintenance Check Flight, does the Operator	- ประกาศกรมฯ				

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No.	Subject	Reference	S	U	N/A	Comment
	ensure that: (1) It is performed as required by: • ICAs after maintenance event (AMP, AMM, Modification, etc.). • After heavy maintenance event, as continuing airworthiness policy even when it is not required by ICAs. • To confirm the correct rectification of an intermittent defect (e.g., landing gear indication faults). • When importing an aircraft into Thailand register from another country. • During aircraft phase-in, as the Organisation policy. • Etc. (2) Coordination procedure is properly implemented and any required CRS is performed and recorded.	ข้อกำหนดในการจัดทำคู่มือการซ่อมบำรุงทั่วไป ข้อ ๓ ส่วนที่ ๒.๑๒ - ประกาศ กพท แผนบำรุงรักษาอากาศยานของผู้ได้รับ AOC ข้อ ๕(๑๐)(จ)				
9.6	Regarding aircraft furnishings and cabin safety provisions, does the Operator ensure that: (1) Adequate control over the cleaning of aircraft furnishing materials is in place. (2) The Operator has knowledge of the material type, the recommended cleaning or proprietary finishing processing methods, the effects of time in service on the flame resistance properties, the flame-retardant processes	- Air Operator Certificate Requirements Chapter 9 Item 25 - Air Operator Certificate Requirements Chapter 9 Item 26				



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No.	Subject	Reference	S	U	N/A	Comment
	applied, if any, and the method of re-application of such a process, where this is necessary. (3) Regular inspection on safety/emergency equipment is carried out, including but not limited to: (3.1) Lifejackets stowage and accessibility (3.2) Floor proximity escape path marking test and continuing airworthiness compliance (3.3) Smoke detector systems of cabin and toilet checks (3.4) Access to and functioning of type III and IV exits (3.5) Integrity of cargo compartment fire containment capability, linings and seals (3.6) Inspection of catering carts and trolleys, brakes, restraints and placards (3.7) Functional test of inflatable escape chutes and flotation devices (3.8) Continuity integrity of toilet fire precautions (3.9) Protection of life rafts and flotation bags from damage after deployment (3.10) Compliance with approved cabin configuration (for seat positions, access to exits and minimum space for seated passengers) (3.11) Marking of exits and break-in areas placement					

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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	10.1 Reliability Program - System Description and Data Collection					
10.1.1	Regarding reliability program, does the Operator ensure that: (1) The program is established which contains all the required contents in accordance with requirements when: (1.1) The aircraft maintenance schedule is based on MSG-3 logic (1.2) The aircraft maintenance schedule includes condition monitored components (1.3) The aircraft maintenance schedule does not contain overhaul time periods for all significant system components (1.4) When specified by the manufacturer's MPD or MRB report (2) When the RPM is a separate manual, the applicable indirect approval procedure is properly established in the GMM and effectively implemented. (3) The lines of authority and responsibility for management of overall reliability functions is clearly defined. (4) There are appropriately qualified personnel for the	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ขอภาคผนวก ค.1.1.4 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ขอภาคผนวก ค.1.1.3 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘ - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ขอภาคผนวก ค.1.1.5.2 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ขอภาคผนวก ค.1.1.1.1 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ขอภาคผนวก ค.1.1.5.8 - Air Operator Certificate Requirements APPENDIX Y - Air Operator Certificate Requirements				

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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
	reliability programme (with appropriate engineering experience and understanding of reliability concept). (5) When reliability activities are subcontracted, the program clearly describes the Operator's roles, responsibilities, and appropriate procedures to ensure the quality and effectiveness of the programme. (6) The program clearly describes the scope for aircraft systems, components and engines described in Maintenance Programme and General Maintenance Manual for each aircraft (or cross-reference).	Chapter 9 Item 2.14 - Air Operator Certificate Requirements Chapter 9 Item 2.12 - Air Operator Certificate Requirements Chapter 9 Item 2.13 - Air Operator Certificate Requirements Chapter 13 Item 3.1(d) - Helicopter Operations Requirements 9.3.1(d)				
10.1.2	Regarding reliability data collection, does the Operator ensure that: (1) Reliability data is accurately collected in accordance with approved procedures and sufficient to support the program objectives. (2) The data is accurately collected for each type of specified data source. (3) The methods for examining, analysis, and interpreting the data after collected are clearly defined. (4) If included, the process for interval adjustments and changes (Escalation / De-escalation) including changes in Maintenance Programme is clearly defined and	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.4.2 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.6 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.11 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘				

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No.	Subject	Reference	S	U	N/A	Comment
	acceptable.					
	10.2 Reliability Program - Performance Standards					
10.2.1	Regarding reliability performance standards, does the Operator ensure that: (1) Techniques are established and used for measuring the performance or maximum tolerable unreliability in order to take corrective maintenance action prior to failure or when reaching an unacceptable performance level. (2) Periodic review is provided to determine whether the established performance standard is still realistic or in need of adjustment.	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘				
10.2.2	For Alert-Based reliability program, does the Operator ensure that: (1) The alert level is consistent with the described definition and calculated to trigger the increasing of failure rate to a degree beyond defined standard variation based on previous performance. (2) Appropriate recalculation of alert level is implemented. (3) Proper investigation, analysis, and corrective actions are taken for each exceeded parameter with traceable	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘ - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.6 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.10.1				

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No.	Subject	Reference	S	U	N/A	Comment
	documentation. Example: Chronic aircraft system alerts, component removal alerts, delay and cancellation alerts.					
10.2.3	For Event-Based reliability program (non-alert type programme - usually used for low utilisation fleet), does the Operator ensure that: (1) The operational events or safety consequences that are subject to event analysis or investigation are specified and investigated. (2) Data collection system properly provides meaningful and actionable conclusions to assist in the day-to-day operation to monitor the defined specific operational events. (3) Proper investigation, analysis, and corrective actions are taken for each occurring specific operational events with appropriate documentation. Example: In-flight shutdowns, air turnbacks/diversions, cancellations.	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘ - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.6				
10.2.4	For Trend-Based reliability program, does the Operator ensure that:	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘				

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	(1) Data is prepared as a running graphical or tabular display of current performance. (2) Data is presented in trends with out-of-limits conditions. (3) Proper corrective action is effectively taken to mitigate any revealed undesirable trend. Example: EGT trends, fuel/oil/hydraulic fluid consumption, maximum continuous thrust margins for EDTO.	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.6				
10.2.5	For Index-Based program, does the Operator ensure that: (1) The data is presented in composition of multiple data types which are correlated to a specific aircraft system/subsystem. (2) It produces a performance ranking relative to all systems/subsystems being monitored. Example: Ranking of worst-performing aircraft systems/subsystems, routine task findings, MEL management program effectiveness.	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘ - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.6				
10.3 Reliability Program - Visualization and Display						
10.3	Regarding reliability report, does the Operator ensure	- ประกาศกรมฯ				

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	that: (1) The report is produced at the frequency and distributed to concerned parties as described in the approved procedures (with at least every 6 months), and also available upon CAAT request. (2) The report and its format reflect the proper implementation and contain the contents as described in the Operator's reliability programme procedure. (2) It presents the review of Airframe, Propulsion, and Components reliability. (3) It presents reliability information on a continuous basis (running average, tabular, graphs, charts, etc.) (4) For the monitoring of Pilot Report (PIREP), Maintenance Report (MAREP), and Cabin Report (CAREP), as any, appropriate performance standards is established to measure performance of each aircraft system. (5) The report represents data required to be monitored for all applicable specific approvals (e.g. EDTO, LVO, SET-IMC, HEMS, etc.)	ข้อกำหนดในการจัดทำคู่มือการซ่อมบำรุงทั่วไป ข้อ ๓ ส่วนที่ ๒.๙ - ประกาศ กพท แผนบำรุงรักษาอากาศยานของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.9 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของผู้ได้รับ AOC ข้อ ๘ - ประกาศ กพท แผนบำรุงรักษาอากาศยานของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.5 - Air Operator Certificate Requirements Chapter 2 Item 22.7(a) - Air Operator Certificate Requirements Chapter 13 Item 3.1(d) - Helicopter Operations Requirements 9.3.1(d)				
	10.4 Reliability Program - Data Analysis and Optimization					
10.4	Regarding data analysis and optimisation, does the	- ประกาศ กพท				

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No.	Subject	Reference	S	U	N/A	Comment
	Operator ensure that: (1) The reliability information is managed, interpreted, and presented by competent responsible personnel (with appropriate knowledge and familiarity of reliability concept). (2) Corrective actions to be taken on each exceeded alert levels or revealed degraded levels of safety are appropriately addressed. (3) The corrective actions are effectively implemented to ensure that the exceeded parameters are restored to an acceptable level of reliability. (4) The data analysis supports the evaluation of repetitive defects. (5) The data analysis provides studies of life-bands and survival characteristics to the appropriate level to support the program objectives.	แผนบำรุงรักษาอากาศยานของผู้ได้รับ AOC ขอภาคผนวก ค.1.1.3 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของผู้ได้รับ AOC ขอภาคผนวก ค.1.1.5.7 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของผู้ได้รับ AOC ข้อ ๘ - Air Operator Certificate Requirements Chapter 9 Item 4.3				
	11.1 Personnel - General					
11.1	Regarding personnel, does the Operator ensure that:	- Air Operator Certificate Requirements APPENDIX AF.2.1.4 - Air Operator Certificate Requirements Chapter 9 Item 4.7 - Air Operator Certificate Requirements				
	(1) Effective manpower planning and staff sufficiency assessment is in place to ensure that there are sufficient qualified personnel in all appropriate technical departments to meet the demands of the approved					

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	operations and ensure that support appropriate to route pattern, transit frequency and maintenance requirements are provided at main bases, operational bases and route stations. (2) Man-hour plan is reviewed periodically (for maintenance under AOC provision, reviewed at least every 3 months and updated when necessary) (3) Shift duty periods are adequately staffed to effectively enable scheduled and unscheduled tasks to be performed. (4) Personnel is appropriately qualified and authorised by CEO/nominated person for the following tasks: (3.1) Issue of Certificate of Maintenance Review (3.2) Issue of Certificates of Release to Service (as applicable to maintenance under AOC provision) (3.3) Rectification of defects (as applicable to maintenance under AOC provision) (5) Personnel records are kept, clearly indicating the basis upon which approvals have been granted and including details of any Aircraft Maintenance Engineer licence held, training satisfactorily completed and the result of any written or oral assessment by the person responsible for granting the approval.	Chapter 5 Item 2.2.2 - Air Operator Certificate Requirements Chapter 9 Item 5.2 - Air Operator Certificate Requirements Chapter 5 Item 1.5 - Air Operator Certificate Requirements Chapter 5 Item 2.2.1 - Air Operator Certificate Requirements Chapter 9 Item 5.1 - Air Operator Certificate Requirements Chapter 9 Item 4.5 - Air Operator Certificate Requirements Chapter 9 Item 6.1.2 - Air Operator Certificate Requirements Chapter 9 Item 4.3				

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	(6) A sufficient number of personnel supervisors is appointed and defined with duties and responsibilities, taking into account the structure of the Operator's organisation and the number of personnel employed. (7) CAAT is notified when any significant re-deployment or loss of staff or any staff change having impact on the approval including a variation of more than 25% on the number of staff.					
	11.2 Personnel - Nominated Personnel					
11.2	Regarding nominated personnel, does the Operator ensure that: (1) They are present (in position) and accepted by the CAAT before commencement of work: (1.1) Head of Engineering - responsible for the management and supervision of continuing airworthiness activities (1.2) Head of Maintenance - responsible for the management and supervision of maintenance activities of the Operators (only required for maintenance under AOC provision) (1.3) Quality Manager for Maintenance - responsible for monitoring compliance with AOCR for aircraft	- TCAR OPS - PART ORO (IR) SUBPART AOC: ORO.AOC.135 - (a)(4) - AMC1 145 AMC1 145.A.30(cc) - Approved Maintenance Organisation Requirements 145.A.30 - TCAR OPS - PART ORO (AMCs&GM) SUBPART AOC: GM2 ORO.AOC.135(a) -(f) - TCAR OPS - PART ORO (AMCs&GM) SUBPART SPO: GM2 ORO.SPO.100(a) -(f) - Air Operator Certificate Requirements Chapter 9 Item 4.1 - Air Operator Certificate Requirements Chapter 12 Item 1.3				

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	continuing airworthiness and maintenance, and the adequacy of, procedures required to ensure airworthy aircraft, and this person is independent from the work they monitor (2) They are familiar with CAAT requirements, relevant regulations, and have adequate qualifications and experience for the duties concerned. (3) In the case of lengthy absence of the nominated persons, the deputies as identified are available and can handle the nominated personnel's responsibilities. If the appointed deputy is also absent, the organization also has mechanisms in place to ensure that functional continuity is maintained for the nominated personnel. (4) They ensure that all maintenance is controlled and carried out in accordance with the GMM.	- Air Operator Certificate Requirements Chapter 9 Item 4.2 - Air Operator Certificate Requirements Chapter 1 Item 7.2 - Helicopter Operations Requirements 6.1.4				
	11.3 Personnel - CMR Staff					
11.3	Regarding the Certificate of Maintenance Review (CMR) staff, does the Operator ensure that: (1) The CMR staff is authorised by the CEO or the nominated personnel. (2) The CMR staff is provided with copies of approvals (preferably in card or booklet form) recording the	- Air Operator Certificate Requirements APPENDIX I.1(f) - Air Operator Certificate Requirements Chapter 1 Item 7.2 - Air Operator Certificate Requirements Chapter 9 Item 4.6				



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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
	following details: (2.1) Name of organisation (2.2) Holder's name and signature (2.3) Approval reference number of the Authority Office (AOC No.) (2.4) Holder's individual approval number (2.5) Details of the scope of approval and its date (the aircraft, engines, systems, equipment and maintenance tasks) (2.6) A statement of any conditions of issue, including a statement that such approval is valid only so long as the holder is in organisation's employment (3) The CMR staff is not subcontracted (In other word, employed by the Operator). (4) The CMR staff is an appropriate LAE licence or person who has knowledge at least at a level equivalent to General Familiarisation for the relevant type of aircraft. (5) CMR staff meet qualification, training and experience requirements. (6) Withdrawal or suspension and restoration of the authorisation procedures are established and implemented. (7) The list of CMR staff (together with the authorisation	- Air Operator Certificate Requirements Chapter 9 Item 4.1 - Air Operator Certificate Requirements Chapter 9 Item 9				

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	identification number) is kept up-to-date.					
	11.4 Personnel - Maintenance Personnel					
11.4	For maintenance under AOC provision, regarding Certifying Staff (C/S), does the Operator ensure that: (1) All C/S are qualified and authorised with maintenance tasks equivalent to airframe rating with limitations. (2) Demonstration is provided for 6/24 months maintenance experience. (3) The C/S can show their AOC C/S individual authorisation document within 24 hours. (4) C/S personnel records are kept for as long as a person works for the organisation, and retained for at least 3 years after the person has left the organisation, or after an authorisation issued to that person has been withdrawn. (5) The list of C/S is kept up-to-date with clear type rating and list of tasks which are authorised.	- Approved Maintenance Organisation Requirements 145.A.30 - Approved Maintenance Organisation Requirements 145.A.55 - Approved Maintenance Organisation Requirements 145.A.35 - Air Operator Certificate Requirements Chapter 9 Item 2.3				
11.5	For maintenance under AOC provision, regarding Independent Inspection Staff, does the Operator ensure that: (1) Various types of 'inspector' personnel are addressed (e.g. aircraft inspector, engine inspector, store receiving	- Air Operator Certificate Requirements Chapter 9 Item 2.3 - Approved Maintenance Organisation Requirements 145.A.55 - Approved Maintenance Organisation				

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	inspector, etc.) and authorised with clear differentiation expecting for each different ratings in the scope of work (e.g. aircraft, engines). (2) When the staff is holding more than one authorisation (e.g. mechanic, inspector and certifying staff), the different authorisations must be clearly distinguished. A person may be at the same time (EXAMPLE): • airframe mechanic on the A320(CFM56), B777 (GE90) and ERJ-170 (GE CF34) • airframe inspector on the A320(CFM56) and B777 (GE90) • holding a certification authorisation as certifying staff only for the B777 (GE90) (3) Each type of inspector meets experience, training, and competency requirements. (4) Personnel records are kept for as long as a person works for the organisation, and retained for at least 3 years after the person has left the organisation, or after an authorisation issued to that person has been withdrawn.	Requirements 145.A.30				
11.6	For maintenance under AOC provision, regarding Mechanics, does the Operator ensure that:	- Approved Maintenance Organisation Requirements 145.A.55				

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	(1) They are authorised by the Operator to sign-off tasks that they have personally performed. When the staff is holding more than one authorisation (e.g. mechanic, inspector and certifying staff), the different authorisations are clearly distinguished. (2) The authorised mechanic is not authorised to issue a release to service for aircraft, unless he/she is also holding a “certifying staff privilege”. (3) Each specialty of mechanic meets experience, training, and competency requirements. (4) Personnel records are kept for as long as a person works for the organisation, and retained for at least 3 years after the person has left the organisation, or after an authorisation issued to that person has been withdrawn.	- Approved Maintenance Organisation Requirements 145.A.30 - Air Operator Certificate Requirements Chapter 9 Item 2.3				
	12. Maintenance Training Program and Records					
12.1	Has the Operator established and implemented training programme to ensure that: (1) It clearly differentiates training requirement for each different position/function (nominated postholders, other managers, auditing staff, planners, records keeping staff, MCC staff, reliability staff, engine health monitoring staff,	- Air Operator Certificate Requirements Chapter 9 Item 4.7 - Air Operator Certificate Requirements Chapter 9 Item 6.2.4 - Air Operator Certificate Requirements Chapter 9 Item 2.12				

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No.	Subject	Reference	S	U	N/A	Comment
	flight recording inspection staff, CMR staff, training staff, subcontracted staff, etc.). (2) The initial training requirements matches the qualification required for particular position/function to perform the work. (3) It contains continuation training (recurrent) with clear frequency and duration considering significant of changes that may occur during the operation of the organisation. (4) The competency and staff training needs are systematically assessed for each function. (5) It considers all specific approvals granted for each aircraft managed (EDTO, RVSM, MNPS, LVO, EFB, PBN, SET-IMC, HEMS, etc.). (6) Each course provided with syllabus information which include formal instruction and practical experience, as appropriate to the nature of the course. (7) Records of training of personnel include any results of assessments or examinations. (8) When the TPM is a separate manual, the TPM indirect approval, as applicable, is properly implemented.	- Air Operator Certificate Requirements Chapter 9 Item 6.2.6 - Air Operator Certificate Requirements APPENDIX Y - Air Operator Certificate Requirements Chapter 9 Item 2.14 - Air Operator Certificate Requirements Chapter 9 Item 4.3 - Air Operator Certificate Requirements Chapter 9 Item 2.13				
12.2	Regarding training of personnel, does the Operator ensure that:	- Air Operator Certificate Requirements Chapter 9 Item 6.2.5				

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Checklist Name: Checklist for Base Audit (AOCR-TCAR OPS)
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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
	(1) All personnel is assessed for competency and adequately trained to ensure that they are competent and has experience as may reasonably be expected to undertake the volume and type of work assigned. (2) Training is provided to management, supervisory and quality personnel who are responsible for supervising the engineering support for the aircraft type(s) managed and for issuing the applicable CRS and the CMR (2) Personnel required to issue CMR and CRS receive system familiarisation training on the aircraft type and instructions in the correct operation of the Operator's approved procedures to enable them to perform those tasks on the type of aircraft for which support is being provided. (3) Persons contracted to perform line maintenance tasks through maintenance agreements are trained in any significant differences which exists between the Operator's aircraft and that which they are normally employed to maintain together with any relevant company procedures they are required to observe. (4) Personnel engaged in maintenance-related tasks receive continuation training covering any changes to the aircraft and its maintenance, taking into account the	- Air Operator Certificate Requirements Chapter 9 Item 6.2.9 - Air Operator Certificate Requirements Chapter 9 Item 4.3 - Air Operator Certificate Requirements Chapter 9 Item 6.1 - Air Operator Certificate Requirements Chapter 9 Item 6.2.8 - Air Operator Certificate Requirements Chapter 9 Item 6.2.3 - Air Operator Certificate Requirements Chapter 9 Item 6.2.2 - Air Operator Certificate Requirements Chapter 9 Item 6.2.1				



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	result of in-service experience gained by the Operator and that published by the aircraft, engine and equipment manufacturers (including special operations). Attention is also be paid to changes in company procedures, and the CAAT regulations. (5) Personnel engaged in maintenance related tasks receive training in human factors. (6) Mechanics receive aircraft and systems familiarisation training on specific aircraft types and related maintenance practices. (7) In case of introduction of a new type of aircraft, training is provided for maintenance personnel including management, supervisors, quality audit staff, and mechanics, considering the complexity and numbers of the type, the anticipated pattern of aircraft utilisation and the organisation's previous experience of aircraft with similar characteristics.					
12.3	For maintenance under AOC provision, does the Operator also ensure that: (1) The scope of training provided includes maintenance management personnel, personnel who completing and signing maintenance release, and other positions relating	- Approved Maintenance Organisation Requirements 145.A.30 - Air Operator Certificate Requirements Chapter 9 Item 2.3				

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	to maintenance activities of the organisation (mechanics, logistic and purchasing, storekeeper, training staff, subcontracted staff, etc.). (2) The scope of competency assessment is clear for initial, extension, or renewal of the authorisation, including: (2.1) For AOC certifying staff, it is clear for the category (e.g. line maintenance certifying staff, etc.) and the aircraft type being assessed for endorsement in the authorisation (initial or extension of privileges). (2.2) For quality auditor, it is clear for the scope of the auditor authorisation (e.g. system/procedures or product audit). (3) The need of EWIS training for the various categories of maintenance personnel is assessed, as applicable to the scope of approval of the Operator. (4) The training program includes Safety Training (including HF) and promotion ensuring that: (4.1) All staff understand safety management principles, including Human Factors, relevant to their job. (4.2) All staff are familiar with the safety policy and internal safety reporting procedures and tools. (4.3) Staff with safety management responsibilities					



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	understand hazard identification, risk management, and safety performance monitoring processes. (4.4) Safety training covers all topics specified in TCAR 8 Part 145 GM1 145.A.30(e), either as a dedicated course or integrated within other training. (5) All personnel involved in the basic maintenance service of the Operator receives both initial and recurrent safety training, appropriate for their responsibilities. (6) Training is provided to management and staff at least: (6.1) During the initial implementation of safety management processes. (6.2) For all new staff or personnel recently assigned safety management-related tasks. (6.3) Regularly, to refresh knowledge and understand changes to the management system. (6.4) When changes in personnel affect safety management roles and related responsibilities. (6.5) When performing dedicated safety functions such as safety risk management, compliance monitoring, and internal investigations. (6.6) Initial safety training is provided within 6 months of joining the organization. Temporary staff may need training shortly after joining due to the employment					

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Applicability:

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	duration. Personnel recruited from another organization, including temporary staff, are assessed for the need for additional safety training. (7) Recurrent safety training is delivered as a dedicated course or integrated within other training. It is conducted every 2 years, considering compliance audit findings, internal and external safety information, and reports from the internal safety reporting scheme.					
	13. Mandatory Continuing Airworthiness Information (MCAI)					
13	Regarding the Mandatory Continuing Airworthiness Information (MCAI) management, does the Operator ensure that: (1) All ADs/ODs/safety measures applicable to aircraft and its appliances issued by the applicable State of Design, State of Registry, State of Operator, etc., are complied with. (2) MCAI is obtained and analysed with priority of response (such as emergency AD). (3) MCAI is assessed for Effectivity, Applicability, Method of compliance selection, Maintenance and resource requirements and planning (special tools/kits, base	- Air Operator Certificate Requirements Chapter 9 Item 16.3 - Air Operator Certificate Requirements Chapter 9 Item 16.1 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๕(๑๐)(ญ) - Air Operator Certificate Requirements Chapter 9 Item 16.2(b) - Air Operator Certificate Requirements Chapter 9 Item 16.4 - CAAT Requirements No. 89 on Airworthiness				



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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
	maintenance event required). (4) MCAI information is properly prepared and provided to the maintenance organisation for accomplishment. (5) MCAI compliance is controlled and recorded into a status (e.g. N/A, Open, Accomplished, Repetitive). (6) Any repetitive MCAI task is incorporated into maintenance program. (7) Any incorporated approved AMoC to MCAI is documented.	Directives 6.5				
	14. Modifications					
14	Regarding modifications, does the Operator ensure: (1) Airworthiness information relating to aircraft modification from the OEM, SoD, and the Authority is obtained and assessed with priority of response. (2) The Modification and Service Information compliance for each of aircraft can be recorded in Modification Records, Technical Records, or Log Books, at any time. (3) All modifications incorporated into the aircraft meet the requirement for Modifications and Repairs Approval. (4) All alert service bulletin, mandatory/alert modification and service instructions are incorporated into the aircraft. (5) All continued airworthiness information for	- Modifications and Repairs Approval Requirement Chapter 2.1.4.2 - Modifications and Repairs Approval Requirement Chapter 2.1.6.3 - Modifications and Repairs Approval Requirement Chapter 2.1.3.3.2 - Modifications and Repairs Approval Requirement Chapter 2.1.2.3.6 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของผู้ได้รับ AOC ข้อ ๕(๑๐)(ข) - CAAT Requirements No. 89 on Airworthiness				

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	modifications (whether major or minor) is integrated into the maintenance programme. (6) Any issues related to CAAT approved modifications are reported to CAAT and the Design Organisation. (7) All supplements to the approved aircraft flight manual, maintenance instructions, instructions for continuing airworthiness and repair instructions pertaining to a modification or repair are incorporated into the existing operating data for the aircraft. (8) Information which may affect the operation of the aircraft is provided to the crew concerning the aircraft and its systems, including changes resulting from modifications.	Directives 6.5 - Air Operator Certificate Requirements Chapter 9 Item 16.4 - Air Operator Certificate Requirements Chapter 9 Item 16.3 - Air Operator Certificate Requirements Chapter 9 Item 22.4 - Air Operator Certificate Requirements Chapter 9 Item 16.6 - Air Operator Certificate Requirements Chapter 9 Item 16.5 - Air Operator Certificate Requirements Chapter 12 Item 6 - Air Operator Certificate Requirements Chapter 9 Item 16.2 - Helicopter Operations Requirements 6.6				
	15. Aircraft External Damage Markings and Repairs					
15.1	Regarding aircraft external damage, does the Operator ensure that: (1) New damage is promptly identified after inspection and acceptance. (2) All damages are recorded and kept in the aircraft,	- Modifications and Repairs Approval Requirement Chapter 3.1.3.2 - Modifications and Repairs Approval Requirement Chapter 3.1.3.1 - Modifications and Repairs Approval				

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No.	Subject	Reference	S	U	N/A	Comment
	either directly on pictorial diagrams or by use of a grid referencing system, which may be included in the technical log or another readily available document (3) The aircraft damage record is reviewed from time to time to ensure that it has been kept up to date and that the cumulative effects of damage do not exceed manufacturers limitations (4) Recording of assessments and acceptances of damages is accurate. (5) All repairs incorporated into the aircraft meet the requirement for Modifications and Repairs Approval (6) All continued airworthiness information for repairs (major or minor) is integrated into the maintenance program	Requirement Chapter 3.1.1.3.2 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของผู้ได้รับ AOC ข้อ ๕(๑๐)(ข) - Air Operator Certificate Requirements Chapter 9 Item 24.5 - Air Operator Certificate Requirements Chapter 9 Item 24.3 - Air Operator Certificate Requirements Chapter 12 Item 6 - Air Operator Certificate Requirements Chapter 9 Item 16.2(b) - Air Operator Certificate Requirements Chapter 9 Item 24.2 - Helicopter Operations Requirements 6.6				
	16. Defect Management					
16.1.1	Regarding aircraft defect, does the Operator ensure that: (1) Any defect and damage affecting safe operation are rectified to ensure aircraft continuing airworthiness and the serviceability of operational and emergency equipment, considering MEL, CDL, or approved data. (2) Any defect affecting the safe operation of the aircraft	- Air Operator Certificate Requirements Chapter 13 Item 2(e) - Air Operator Certificate Requirements Chapter 9 Item 10 - Helicopter Operations Requirements 9.2(e)				



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	is rectified within the limits prescribed by the approved MEL, CDL or maintenance data, as appropriate. (3) Any defect is assessed for cause and any potentially hazardous effect in accordance with approved procedures by authorised licensed aircraft engineer or approved maintenance organisation, using approved data, whether an aircraft defect hazards seriously the flight safety. Further investigation and analysis are initiated as necessary to identify the root cause of the defect. (4) Any defect that that hazards seriously the flight safety is rectified before further flight, or deferred in accordance with approved data. (5) Any defect that would not hazard seriously the flight safety is rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data, MEL, or approved procedures. (6) Any defect not rectified before flight is deferred and recorded in aircraft technical log system, and controlled in accordance with approved procedures. (7) When applying MEL, unless specifically permitted by a maintenance procedure, an inoperative item is not removed from the aircraft.					



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	(8) Defects are assessed and properly classified (MEL/CDL, no-MEL items, non-safety related defects, repetitive defects, intermittent defects, etc).					
16.1.2	Does the Operator ensure for the controlling deferred defects that: (1) The deferral period reflects the defect's impact on airworthiness and safe operation. (2) All deferred defects and their rectification are communicated to flight crew before their arrival at the aircraft. (3) Deferred defects are reported with proper maintenance actions or procedural references (MEL, AMM, SRM, or other approved documents). (4) Limitation periods are applied according to established procedures. (5) The number and duration of deferred defects are minimized. (6) Deferred defects are transferred to worksheets during maintenance and re-entered if not actioned. (7) Cross-references in the Technical Log trace each deferred defect back to its original entry and record unrectified defects.	- Air Operator Certificate Requirements Chapter 9 Item 11 - Air Operator Certificate Requirements APPENDIX O.5.9.2(b) - Air Operator Certificate Requirements Chapter 9 Item 10.4 - Air Operator Certificate Requirements Chapter 9 Item 10.2				

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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
	(8) Necessary components or parts are ordered and fitted on a priority basis at the earliest opportunity.					
16.1.3	Does the Operator ensure that occurrences of faults, malfunctions, defects or other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft, including any significant in-service occurrences and mandatory occurrences published by the authority, are reported to and liased with the following entities: (1) CAAT (2) State of registry of the aircraft (3) State of Operator (4) Organisation responsible for the type design or supplemental type design of the aircraft including relevant component, modification, and repair	- Air Operator Certificate Requirements Chapter 13 Item 2(f) - Air Operator Certificate Requirements Chapter 12 Item 5.3 - Air Operator Certificate Requirements Chapter 13 Item 2(e) - Air Operator Certificate Requirements Chapter 12 Item 5.2 - Air Operator Certificate Requirements Chapter 13 Item 2(l) - Air Operator Certificate Requirements Chapter 12 Item 5.1 - Helicopter Operations Requirements 9.2(f) - Helicopter Operations Requirements 6.5.1 - Helicopter Operations Requirements 6.5.2 - Helicopter Operations Requirements 9.2(l) - Helicopter Operations Requirements 9.2(e)				
	16.1 Defect Management - Repetitive Defects					
16.2	For repetitive defect management, does the Operator ensure that:	- Air Operator Certificate Requirements Chapter 9 Item 12.2				

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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
	(1) Defects are recorded in a standardized way to identify repetitive issues. (2) Continuous analysis of defects from flight and maintenance inputs, particularly during major inspections. (3) Results from defect analysis are used to update the maintenance program to eliminate repetitive defects and trends. (4) Repetitive defects are continuously controlled and monitored, appropriate to the fleet size and operation nature. (5) The repetitive defect management system retains the history of defects during scheduled inspections. (6) The number of defect repetitions is limited and alerts senior personnel for action when limits are exceeded. (7) Line and outstation maintenance personnel have access to repetitive defect information.	- Air Operator Certificate Requirements Chapter 9 Item 12.1 - Air Operator Certificate Requirements Chapter 9 Item 8.8				
	17. Maintenance Certification / Maintenance Release					
17.1	Has the Operator established and implemented procedures to ensure that all maintenance releases are properly issued with the following information: (1) Basic details of the maintenance performed	- Air Operator Certificate Requirements Chapter 12 Item 7 - Helicopter Operations Requirements 6.7				

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	conforming to the approved rating or scope of works, including detailed references to the approved data used. (2) The date when the maintenance was completed. (3) The identity (including certificate number) of the approved maintenance organization or the AOC (if approved for maintenance under AOC provisions) (4) The identity of the person or persons signing the release. (5) The completed or deferred maintenance tasks with approved data which are certified according to the scope of the maintenance release. The limitations to airworthiness or operations, if any. (6) Any tools used for specific maintenance tasks with calibration and control data, as applicable. (7) The certification statement					
17.2	Has the Operator established and implemented procedures to ensure that the maintenance release (or certification of maintenance) is: (1) Issued by a CAAT-approved AMO or authorized licensed personnel as per approved procedures. (2) Issued subsequent to maintenance, preventive maintenance, rebuilding, or alteration.	- ประกาศ กพท. หนังสือรับรองความสมควรเดินอากาศของต่างประเทศ NCAAT on Acceptable Foreign Airworthiness Tag - ประกาศกรมฯ การบำรุงรักษา การบำรุงเชิงป้องกัน 51 1.6 - Air Operator Certificate Requirements				



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No.	Subject	Reference	S	U	N/A	Comment
	(3) Issued for maintenance on engines, propellers, or aircraft parts with CAAT Form 1 or equivalent	Chapter 12 Item 1.2 - Air Operator Certificate Requirements Chapter 12 Item 7 - Helicopter Operations Requirements 6.1.3 - Helicopter Operations Requirements 6.7				
17.3	For maintenance under AOC provision, does the Operator ensure that: (1) The temporary fitting of an aircraft component without appropriate release certificate in AOG condition is NOT permitted. (2) The CRS in the case of one-off authorisation is NOT permitted.	- Approved Maintenance Organisation Requirements 145.A.48 - Approved Maintenance Organisation Requirements 145.A.55 - Approved Maintenance Organisation Requirements 145.A.30 - Air Operator Certificate Requirements Chapter 12 Item 7.3 - Air Operator Certificate Requirements Chapter 12 Item 7.2 - Air Operator Certificate Requirements Chapter 9 Item 2.3 - Air Operator Certificate Requirements Chapter 9 Item 2.2 - Approved Maintenance Organisation Requirements 145.A.35 - Approved Maintenance Organisation				

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No.	Subject	Reference	S	U	N/A	Comment
		Requirements 145.A.50 - Air Operator Certificate Requirements Chapter 13 Item 2(a)2) - Helicopter Operations Requirements 6.7.2 - Helicopter Operations Requirements 6.7.3 - Helicopter Operations Requirements 9.2(a).2				
17.4	For maintenance under AOC provision, regarding release to service for components removed serviceable from aircraft, does the Operator ensure that: (1) The swap / change over serviceable components is carried out between Thai registered A/C or between different positions of the same Thai registered aircraft, under the same Organisation. (2) A component removed serviceable is issued a component certificate of release to service before being installed in another aircraft or another position of the same aircraft by using internal release tag. (3) The internal release document contains the same level of information included in the CAAT Form 1 and is issued by an appropriately authorised certifying staff. (4) The CRS is issued with limitations/incomplete work within component limitations as per approved data (e.g.	- Approved Maintenance Organisation Requirements 145.A.35 - Approved Maintenance Organisation Requirements 145.A.50 - Approved Maintenance Organisation Requirements 145.A.48 - Approved Maintenance Organisation Requirements 145.A.55 - Approved Maintenance Organisation Requirements 145.A.30 - Air Operator Certificate Requirements Chapter 12 Item 7.3 - Air Operator Certificate Requirements Chapter 12 Item 7.2 - Air Operator Certificate Requirements Chapter 9 Item 2.3				

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	deferred maintenance, need to perform a maintenance check flight).	- Air Operator Certificate Requirements Chapter 9 Item 2.2 - Air Operator Certificate Requirements Chapter 13 Item 2(a)2) - Helicopter Operations Requirements 9.2(a).2 - Helicopter Operations Requirements 6.7.2 - Helicopter Operations Requirements 6.7.3				
	18. Specialised Operations and Specific Approvals					
18.1	For aircraft listed in AOC operated with specialised operations according to ORO.GEN.310, does the Operator ensure that: (1) The continuing airworthiness of the aircraft used in accordance with ORO.GEN.310(a) is managed by the CAMO responsible for the continuing airworthiness of the aircraft included in the AOC. (2) The aircraft complies with TCAR OPS Part-SPO or Part-NCO when conducting maintenance check flight as per ORO.AOC.125(b). (3) The operator using the aircraft ensures that: (3.1) Every flight conducted under its operational control is recorded in the aircraft technical log system; (3.2) No changes to the aircraft systems or	- TCAR OPS - PART ORO (IR) SUBPART GEN: SECTION 3 ORO.GEN.310 - - TCAR OPS - PART ORO (IR) SUBPART AOC: ORO.AOC.125 - - TCAR OPS - PART ORO (AMCs&GM) SUBPART GEN: SECTION 3 - GM1 ORO.GEN.310 -				



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	configuration are made; (3.3) Any defect or technical malfunction occurring while the aircraft is under its operational control is reported to the CAMO who is taking care of the aircraft; (3.4) The AOC holder (who provides the aircraft) receives a copy of any occurrence report related to the flights performed with the aircraft, completed in accordance with the CAAT requirement on reporting of civil aviation occurrences.					
18.2	As applicable to AOC holder who is also conducting commercial specialised operations, does the Operator ensure that: (1) The CAAT approval is obtained prior to comencing operations in accordance with ORO.DEC.100. (2) For Thai-registered aircraft, it has a valid standard C of A. (3) For Wet lease-in foreign-registered aircraft: (i) The standards of the foreign country operator is equivalent to the applicable airworthiness requirements and to TCAR OPS. (ii) The aircraft is issued with a standard C of A in	- TCAR OPS - PART ORO (IR) SUBPART SPO:ORO.SPO.120 - - TCAR OPS - PART ORO (IR) SUBPART SPO:ORO.SPO.115 - - TCAR OPS - PART ORO (IR) SUBPART SPO:ORO.SPO.100 - - TCAR OPS - PART ORO (IR) SUBPART SPO:ORO.SPO.110 - - TCAR OPS - PART ORO (AMCs&GM) SUBPART SPO: AMC2 ORO.SPO.100(c)(1) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART SPO: GM1 ORO.SPO.100(c) -				

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No.	Subject	Reference	S	U	N/A	Comment
	accordance with ICAO Annex 8. (iii) The duration of the wet lease-in does not exceed seven months in any 12 consecutive month period. (4) The operator is holding a valid specialised operation authorisation and complies with privileges defined in the authorisation. (5) Any change affecting the scope of the authorisation or the authorised operations is approved by CAAT.	- TCAR OPS - PART ORO (AMCs&GM) SUBPART SPO: AMC1 ORO.SPO.100(c)(1) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART SPO: GM1 ORO.SPO.100(c)(1) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART SPO: GM1 ORO.SPO.110(a) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART SPO: GM2 ORO.SPO.110(a) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART SPO: GM1 ORO.SPO.115(a) -				
18.3	As applicable to specific approvals, does the Operator ensure that: (1) Any operations requiring specific approvals are approved by CAAT and specified in the Ops Spec of AOC. (2) Any granted specific approvals are maintained to be valid and in compliance with applicable requirements.	- TCAR OPS - PART ORO (IR) SUBPART AOC: ORO.AOC.105 - - TCAR OPS - PART SPA (IR) SUBPART A: - TCAR OPS - PART CAT (IR) SUBPART C: SECTION 1 CHAPTER 3 CAT.POL.A.300 - - TCAR OPS - PART CAT (IR) SUBPART A: SECTION 1 CAT.GEN.MPA.141 -				
18.4	As applicable to PBN operational approval, does the Operator ensure that: (1) The relevant airworthiness approval, suitable for the intended PBN operation, is stated in the TCDS, AFM, AFM supplements, or other document that has been	- TCAR OPS - PART ORO (IR) SUBPART GEN: SECTION 1 ORO.GEN.160 - - TCAR OPS - PART SPA (IR) SUBPART B:SPA.PBN.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART				

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	approved by the certifying authority. (2) The aircraft and its equipment are approved, installed, and maintained in accordance with airworthiness standards. (3) Operating procedures have been established and implemented specifying the equipment to be carried, including its appropriate entries in the MEL, and electronic navigation data management: (3.1) MEL is addressed the equipment provisions for RNP AR APCH operations. (3.2) A configuration list detailing the pertinent hardware and software components and equipment required for the PBN operation. (3.3) If a navigation database is required, the procedures for maintaining currency, checking for errors and reporting errors to the navigation database supplier are established and implemented. (4) A list of reportable events relevant to the PBN operation (listed in AMC2 ORO.GEN.160) has been specified and reported if occurred. (5) Procedures for assessing and incorporating instructions for continued airworthiness and maintenance or inspection information concerning maintenance, system	B: GM1 SPA.PBN.100 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART B: AMC1 SPA.PBN.105(e) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART B: AMC1 SPA.PBN.105(d) - - TCAR OPS - PART ORO (AMCs&GM) SUBPART GEN: SECTION I - AMC2 ORO.GEN.160 -				



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	modifications, software revisions, etc. has been established and implemented. (6) Concerned personnel is trained for PBN relevant procedures. (7) Procedures is established and implemented to confirm with the OEM, or the holder of installation approval for the aircraft, that acceptance of subsequent changes in the aircraft configuration, e.g. SBs, does not invalidate current operational approvals.					
18.5	As applicable to MNPS operations, does the Operator ensure that (1) The aircraft is equipped and maintained to meet the MNPS requirements. (2) In case of the GNSS is used as a stand-alone system for LRNS, an integrity check is carried out. (3) Operating procedures have been established and implemented specifying the equipment to be carried, including its appropriate entries in the MEL. (4) Concerned personnel is trained for MNPS relevant procedures.	- TCAR OPS - PART SPA (IR) SUBPART D:SPA.RVSM.105 - - TCAR OPS - PART SPA (IR) SUBPART D:SPA.RVSM.115 - - TCAR OPS - PART SPA (IR) SUBPART D:SPA.RVSM.110 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART D:AMC1 SPA.RVSM.110(a) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART D:AMC3 SPA.RVSM.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART C:AMC1 SPA.MNPS.105 -				
18.6	As applicable to RVSM operations, does the Operator	- TCAR OPS - PART SPA (IR) SUBPART D:SPA.				

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	ensure that: (1) The RVSM airworthiness approval is obtained (AMC1 SPA.RVSM.105) and maintained (AMC3 SPA.RVSM.105). (2) Procedures for monitoring and reporting height-keeping errors have been established and implemented. (3) Operating procedures have been established and implemented specifying: (3.1) the equipment to be carried, including its operating limitations and appropriate entries in the MEL (3.2) pre-flight procedures (3.3) incident reporting (4) The aircraft meets requirement (AMC1 SPA.RVSM.110(a)) and is capable to conduct RVSM operation before each flight. (5) Occurrences of height-keeping errors caused by malfunction of aircraft equipment or of operational nature, equal to or greater than the following are recorded, and reported to CAAT within 72 hours including initial analysis of casual factors and measures taken to prevent repetition: (5.1) a total vertical error (TVE) of ± 90 m (± 300 ft); (5.2) an altimetry system error (ASE) of ± 75 m (± 245 ft); and	RVSM.105 - - TCAR OPS - PART SPA (IR) SUBPART D:SPA.RVSM.115 - - TCAR OPS - PART SPA (IR) SUBPART D:SPA.RVSM.110 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART D:AMC1 SPA.RVSM.110(a) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART D:AMC3 SPA.RVSM.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART D:AMC1 SPA.RVSM.105 -				

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	(5.3) an assigned altitude deviation (AAD) of ± 90 m (± 300 ft). (6) When height-keeping errors are recorded or received, immediate action is taken to rectify the conditions that caused the errors and provide follow-up reports, if requested by the CAAT.					
18.7.1	As applicable to LVO, does the Operator ensure that: (1) for low-visibility approach operations, LVTO operations in an RVR less than 125 m, and operations with operational credits, the aircraft has been certified for the intended operations as per AMC1 SPA.LVO.105(a) and GM1 SPA.LVO.105(a). (2) any relevant changes to the minimum equipment list (MEL) have been made. (3) any relevant changes to the maintenance programme have been made.	- TCAR OPS - PART SPA (IR) SUBPART E:SPA.LVO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART E:AMC1 SPA.LVO.105(a) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART E:GM1 SPA.LVO.105(a) -				
18.7.2	As applicable to LVO, does the Operator ensure that a safety assessment has been carried out, and performance indicators have been established to monitor the level of safety as per the following: (1) For initial approval, AMC2 SPA.LVO.105(g) and GM3 SPA.LVO.105(g)	- TCAR OPS - PART SPA (AMCs&GM) SUBPART E:GM2 SPA.LVO.105(g) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART E:AMC2 SPA.LVO.105(g) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART E:AMC1 SPA.LVO.105(g) -				

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	(2) AMC1 SPA.LVO.105(g) SAFETY ASSESSMENT — MONITORING, DATA COLLECTION AND PERFORMANCE INDICATORS FOR APPROACH OPERATIONS (3) GM2 SPA.LVO.105(g) SAFETY PERFORMANCE MONITORING	- TCAR OPS - PART SPA (IR) SUBPART E:SPA.LVO.105 -				
18.8.1	(1) As applicable to EDTO for 2-engine aeroplanes (ETOPS), does the Operator ensure that: (1.1) The aeroplane/engine combination holds an ETOPS Type Design Build Standard (CMP) and reliability approval for the intended operation. (1.2) The operator's organisation and experience are appropriate to support the intended operation as per EASA AMC-20.	- TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:GM1 SPA.EDTO.105 & 110 - - TCAR OPS - PART SPA (IR) SUBPART F:SPA.EDTO.105 -				
18.8.1	(2) As applicable to EDTO for more-than-2-engine aeroplanes, does the Operator ensure that: (2.1) The most limiting EDTO significant system time limitation (if applicable) from the Aeroplane Flight Manual (AFM) is not exceeded. (2.2) Training programme is established to ensure that involved personnel are suitably qualified to conduct the intended operation. (2.3) Safety risk assessment is conducted to maintain	- TCAR OPS - PART SPA (IR) SUBPART F:SPA.EDTO.110 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO. 110 -				

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	level of safety which includes: (a) Capabilities of the operator (b) Overall reliability of the aeroplane (c) Reliability of each time limited system (d) Relevant information from the aeroplane manufacturer (e) Specific mitigation measures					
18.8.2	As applicable to ETOPS, for Aircraft Maintenance Program (AMP), does the Operator ensure that: (1) The specific ETOPS maintenance tasks identified by the (S)TC holder in the CMP or equivalent are included in the AMP and identified as ETOPS tasks. (2) The program includes tasks to maintain the integrity of cargo compartment and pressurisation features, including baggage hold liners, door seals and drain valve condition. Processes are implemented to monitor the effectiveness of the maintenance programme in this regard. (3) An ETOPS service check (Pre-Departure Service Check) is developed to verify the status of the aeroplane and the ETOPS significant systems. This check should be accomplished by an authorised and trained person prior to an ETOPS flight. Such a person may be a member of	- TCAR OPS - PART SPA (IR) SUBPART F:SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:GM1 SPA.EDTO.105 & 110 -				

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	the flight crew.					
18.8.3	As applicable to ETOPS, for Reliability Program, does the Operator ensure that: (1) Aircraft systems reliability is assessed (ETOPS significant systems performance) in accordance with Appendix 2 to AMC 20-6B. (2) For initial assessment of aircraft systems reliability: (2.1) For In-service experience/systems safety assessment (SSA) method, it is in accordance with Appendix 2 to AMC 20-6B Item 3a. (2.2) For Early ETOPS method, it is in accordance with Appendix 2 to AMC 20-6B Item 3b.	- TCAR OPS - PART SPA (IR) SUBPART F:SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:GM1 SPA.EDTO.105 & 110 -				
18.8.4	As applicable to ETOPS, for Reliability Program, does the Operator ensure that it is event orientated and incorporate occurrence reporting procedures that include the following mandatory reportable occurrences: (a) in-flight shutdowns (b) diversion or turn-back (c) un-commanded power changes or surges (d) inability to control the engine or obtain desired power (e) failures or malfunctions of ETOPS significant systems having a detrimental effect to ETOPS flight	- TCAR OPS - PART SPA (IR) SUBPART F:SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:GM1 SPA.EDTO.105 & 110 -				

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	The CAAT and the (S)TC holder are notified within 72 hours of events that are reportable through this programme.					
18.8.5	As applicable to ETOPS, for Reliability Program, does the Operator ensure that it is event-orientated and incorporate assessment of propulsion systems reliability:	- TCAR OPS - PART SPA (IR) SUBPART F:SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:GM1 SPA.EDTO.105 & 110 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO.105 -				
18.8.5	(1) For initial assessment using 'In-Service Experience' process: (a) For new propulsion systems: 100 000 engine hours and 12 months service from (S)TC holder are obtained. For derivative propulsion systems: 50 000 engine hours and 12 months service from (S)TC holder are obtained. (b) The following data are acquired for the assessment: (1) A list of all engine shutdown events for all	- TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:GM1 SPA.EDTO.105 & 110 - - TCAR OPS - PART SPA (IR) SUBPART F:SPA.EDTO.105 -				

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	causes (excluding normal training events) (2) All occurrences where the intended thrust level was not achieved, or where crew action was taken to reduce thrust below the normal level (for whatever reason) (3) Unscheduled engine removals/shop visit rates (4) Total engine hours and aeroplane cycles (5) All events are considered to determine their effects on ETOPS operations (6) Additional data as required (7) Relevant design and test data					
18.8.5	(2) For initial assessment of propulsion systems reliability using 'Early ETOPS' process: (a) Acceptable early ETOPS certification plan (b) Propulsion system validation test	- TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:GM1 SPA.EDTO.105 & 110 - - TCAR OPS - PART SPA (IR) SUBPART F:SPA.EDTO.105 -				
18.8.5	(3) Risk Management and Risk Model for ETOPS Propulsion Systems - Sufficiently reliable to assure that defined safety targets are achieved: (a) ETOPS with a maximum approved diversion time of 180 minutes or less	- TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:GM1 SPA.EDTO.105 & 110 - - TCAR OPS - PART SPA (IR) SUBPART F:SPA.				

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	(b) ETOPS with a maximum approved diversion time of longer than 180 minutes (c) Taking into account the intended maximum flight duration and maximum diversion in the ETOPS segment, used in the extended-range operation under consideration are clearly indicated.	EDTO.105 -				
18.8.5	(4) ETOPS Propulsion Reliability Assessment Report - Reliability report is submitted to CAAT monthly with supporting data to the CAAT. This assessment includes: (a) Trend comparisons with world fleet averages (b) Analysis of non-statistical operational and technical factors (c) Key Metrics Monitored (d) Action on Adverse Trends (e) Consideration for Small Fleets (f) Corrective Action for Unacceptable Shutdown Rate	- TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:GM1 SPA.EDTO.105 & 110 - - TCAR OPS - PART SPA (IR) SUBPART F:SPA.EDTO.105 -				
18.8.6	As applicable to ETOPS, for Reliability Program, does the Operator ensure that it is event-orientated and incorporate APU in-flight start programme: (a) Initial Cold Soak Start Verification – If an APU is required for ETOPS but is not operated before the ETOPS entry point, an initial cold soak in-flight start programme	- TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:GM1 SPA.EDTO.105 & 110 - - TCAR OPS - PART SPA (IR) SUBPART F:SPA.EDTO.105 -				

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	is conducted to ensure start reliability exceeds 95% at cruise altitude. (b) Maintenance Considerations – Maintenance procedures include verification of in-flight start reliability after APU or component maintenance, as specified by the OEM, to ensure performance at altitude remains unaffected.					
18.8.7	As applicable to ETOPS, for Reliability Program, does the Operator ensure that it is event-orientated and incorporate Oil consumption programme: (a) Continuous Monitoring – The programme continuously tracks oil consumption trends in accordance with the (S)TC holder's recommendations, including all oil added at the departure station. (b) Oil Analysis – When the oil analysis is recommended to the engine type, it is incorporated into the monitoring programme. (c) APU Monitoring for ETOPS – If the APU is required for ETOPS dispatch, its oil consumption is also monitored as part of the programme.	- TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:GM1 SPA.EDTO.105 & 110 - - TCAR OPS - PART SPA (IR) SUBPART F:SPA.EDTO.105 -				
18.8.8	As applicable to ETOPS, for Reliability Program, does the Operator ensure that it is event-orientated and	- TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO.105 -				

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	incorporate Engine condition monitoring programme: (a) Ensure that a One-Engine Inoperative (OEI) diversion may be conducted without exceeding approved engine limits (e.g. rotor speeds, exhaust gas temperature) at all approved power levels and expected environmental conditions. (1) Continuously track engine performance parameters, including but not limited to: - Exhaust Gas Temperature (EGT) - Rotor Speeds (N1/N2/N3, depending on engine type) - Oil Pressure & Temperature - Fuel Flow & Vibration Levels - Vibration (2) Identify early signs of deterioration (e.g., increasing EGT trends) and take corrective action before operational limits are reached. (b) Monitoring programme must account for extra engine demands such as anti-icing and electrical loads, which may impact performance during an OEI diversion. (c) Programme Requirements – It must outline monitored parameters, data collection methods, and corrective action processes, ensuring alignment with manufacturer	- TCAR OPS - PART SPA (AMCs&GM) SUBPART F:GM1 SPA.EDTO.105 & 110 - - TCAR OPS - PART SPA (IR) SUBPART F:SPA.EDTO.105 -				

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	guidelines and industry best practices.					
18.8.9	As applicable to ETOPS, for Reliability Program, does the Operator ensure that it is event-orientated and incorporate Verification programme: (a) To ensure that corrective actions are performed after an engine shutdown, ETOPS significant system failure, adverse trend detection, or any event requiring verification actions or flights. (b) Clearly define who initiates verification actions and which department or group determines the necessary actions. (c) ETOPS significant systems (See AMC 20-6 Chapter 1 Section 4 Item d.) and verification requirements must be documented in the GMM. (d) Supports from (S)TC holder may be requested to identify when these actions are necessary. (e) alternative operational procedures may be proposed to ensure system integrity which may be based on system monitoring in the period of flight prior to entering an ETOPS area.	- TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:GM1 SPA.EDTO.105 & 110 - - TCAR OPS - PART SPA (IR) SUBPART F:SPA.EDTO.105 -				
18.8.10	As applicable to ETOPS, for Continuing Airworthiness Management Procedures in GMM, does the Operator	- TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO.105 -				

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	ensure that: (1) Appropriate procedures are developed for all personnel involved in the continuing airworthiness and maintenance of the aircraft, including supportive training programmes, duties, and responsibilities. (2) Procedures necessary to ensure the continuing airworthiness of the aircraft particularly related to ETOPS operations are specified with the following subjects: (2.1) General description of ETOPS procedures (including applicability for each AEC and its relevant CMP document reference) (2.2) ETOPS maintenance programme development and amendment (2.3) ETOPS reliability programme procedures: (a) Engine/APU Oil consumption monitoring (b) Engine/APU Oil analysis (c) Engine conditioning monitoring (d) APU in-flight start programme (e) Verification programme after maintenance (f) Failures, malfunctions and defect reporting (g) Propulsion system monitoring/reporting (h) ETOPS significant systems reliability (2.4) Parts and configuration control programme	- TCAR OPS - PART SPA (IR) SUBPART F:SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:GM1 SPA.EDTO.105 & 110 -				



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	(2.5) Maintenance procedures that include procedures to preclude identical errors being applied to multiple similar elements in any ETOPS significant system (2.6) Interface procedures with the ETOPS maintenance contractor, including the operator ETOPS procedures that involve the maintenance organisation and the specific requirements of the contract (2.7) Procedures to establish and control the competence of the personnel involved in the continuing airworthiness and maintenance of the ETOPS fleet					
18.8.1 1	As applicable to ETOPS, for competence of continuing airworthiness and maintenance personnel, does the Operator ensure that: (1) The personnel involved in the continuing airworthiness management of the aircraft have knowledge of the ETOPS procedures of the Operator. (2) The maintenance personnel that are involved in ETOPS maintenance tasks: (2.1) Have completed an ETOPS training programme reflecting the relevant ETOPS procedures of the Operator. (2.2) Have satisfactorily performed ETOPS tasks	- TCAR OPS - PART SPA (IR) SUBPART F:SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:AMC1 SPA.EDTO.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART F:GM1 SPA.EDTO.105 & 110 -				

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	under supervision, within the framework of the maintenance organisation's approved procedures for Personnel Authorisation. (2.3) ETOPS training programme provides initial and recurrent training in accordance with Appendix 8 to AMC 20-6B Item 5.1					
18.9	As applicable to NVIS (helicopters), does the Operator ensure that: (1) Each helicopter and all associated NVIS equipment have been issued with the relevant airworthiness approval in accordance with EASA Part 21 or any equivalent material acceptable to the CAAT. (2) The helicopter equipment is installed as required by SPA.NVIS.110 and AMC1 SPA.NVIS.110(b). (3) Procedures for continuing airworthiness contain the information necessary for carrying out ongoing maintenance and inspections on NVIS equipment installed in the helicopter and cover, as a minimum: (3.1) Helicopter windscreens and transparencies (3.2) NVIS lighting; (3.3) NVGs (3.4) Any additional equipment that supports NVIS	- TCAR OPS - PART SPA (IR) SUBPART H:SPA.NVIS.110 - - TCAR OPS - PART SPA (IR) SUBPART H:SPA.NVIS.140 - TCAR OPS - PART SPA (AMCs&GM) SUBPART H:AMC1 SPA.NVIS.110(b) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART H:GM1 SPA.NVIS.140 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART H:GM1 SPA.NVIS.110(b) -				

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	operations (4) A proper pre-flight is performed on the NVIS confirming operation in accordance with the continued airworthiness standards. (5) Any subsequent modification or maintenance to the aircraft is in compliance with the NVIS airworthiness approval. (6) As part of the risk analysis and management process: (6.1) The reliability and safety of NVIS operations (6.2) Personnel who conduct the maintenance and inspection on the NVIS is qualified and possess the appropriate tools and facilities to perform the maintenance.					
18.10	As applicable to HHO (helicopters), does the Operator ensure that: (1) The installation of all helicopter hoist equipment other than a simple PCDS, including any radio equipment to comply with point SPA.HHO.115, and any subsequent modifications, have an airworthiness approval appropriate to the intended function. (2) The equipment for HHO are in accordance with AMC1 SPA.HHO.110(a).	- TCAR OPS - PART SPA (IR) SUBPART I:SPA.HHO.110 - - TCAR OPS - PART SPA (IR) SUBPART I:SPA.HHO.115 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART I:AMC1 SPA.HHO.110(a) -				



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	(3) Maintenance instructions for HHO equipment and systems are established in liaison with the manufacturer and included in the Operator's helicopter maintenance programme.					
18.11	As applicable to HEMS (helicopters), does the Operator ensure that: (1) The installation of all helicopter dedicated medical equipment and any subsequent modifications and, where appropriate, its operation are approved in accordance with EASA Part 21 or any equivalent material acceptable to the CAAT. (2) In addition to that required by CAT.IDE.H, helicopters conducting HEMS flights have communication equipment capable of conducting two-way communication with the organisation for which the HEMS is being conducted and, where possible, to communicate with ground emergency service personnel.	- TCAR OPS - PART SPA (IR) SUBPART J:SPA.HEMS.110 - - TCAR OPS - PART SPA (IR) SUBPART J:SPA.HEMS.115 -				
18.12	As applicable to HOFO (helicopters), does the Operator ensure that: (1) As required by SPA.HOFO.155, the helicopter conducting CAT offshore operations in a hostile environment is fitted with a VHM system capable of	- TCAR OPS - PART SPA (IR) SUBPART K:SPA.HOFO.160 - - TCAR OPS - PART SPA (IR) SUBPART K:SPA.HOFO.165 - - TCAR OPS - PART SPA (IR) SUBPART K:SPA.				

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	monitoring the status of critical rotor and rotor drive systems by 1 January 2019. (2) A system is established and implemented to: (a) collect the data including system generated alerts (b) analyse and determine component serviceability (c) respond to detected incipient failures (3) The equipment is in accordance with SPA.HOFO.160: (a) Public Address (PA) (b) Radio Altimeter (c) Emergency Exits (d) Helicopter Terrain Awareness Warning System (HTAWS) (4) The equipment for operations in a hostile environment is in accordance with SPA.HOFO.165: (a) Life jackets (b) Survival suits (c) Emergency breathing system (d) Life rafts (e) Emergency cabin lighting (f) Automatically Deployable Emergency Locator Transmitter [ELT(AD)] (g) Securing of non-jettisonable doors (h) Emergency exits and escape hatches	HOFO.155 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART K:GM1 SPA.HOFO.165(h) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART K:AMC1 SPA.HOFO.110(a) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART K:GM1 SPA.HOFO.155 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART K:AMC1 SPA.HOFO.165(i) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART K:AMC1 SPA.HOFO.155 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART K:AMC1 SPA.HOFO.165(h) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART K:GM1 SPA.HOFO.160(a)(2) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART K:AMC1 SPA.HOFO.165(c) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART K:AMC1 SPA.HOFO.165(d) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART K:GM1 SPA.HOFO.160(a)(1) -				

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	(5) Effective assessment of risk associated with continuing airworthiness and maintenance as per AMC1 SPA.HOFO.110(a).					
18.13	As applicable to SET-IMC (aeroplanes), does the Operator ensure that: (1) An acceptable level of turbine engine reliability is achieved in service by the world fleet for the particular airframe-engine combination. (2) Specific maintenance instructions and procedures are established to ensure: (2.1) Levels of continued airworthiness and reliability of the aeroplane and its propulsion system (2.2) aircraft maintenance programme, as specified for SET-IMC, is included (2.3) An engine trend monitoring programme, except for aeroplanes first issued with an individual certificate of airworthiness after 31 December 2004 that have an automatic trend monitoring system (2.4) A propulsion and associated systems' reliability programme are established (2.5) Equipment requirements for SET-IMC operations as per SPA.SET-IMC.110	- TCAR OPS - PART SPA (IR) SUBPART L:SPA.SET-IMC.110 - - TCAR OPS - PART SPA (IR) SUBPART L:SPA.SET-IMC.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART L:AMC1 SPA.SET-IMC.105 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART L:AMC1 SPA.SET-IMC.105(b) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART L:AMC1 SPA.SET-IMC.105(a) -				

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	(3) Annual report is established in accordance with AMC1 SPA.SET-IMC.105.					
18.14	As applicable to EFB operations, does the Operator ensure that: (1) The EFB does not adversely affect the performance of the aircraft systems or equipment, or the ability of the flight crew member to operate the aircraft. (2) it is approved in accordance with TCAR OPS Part-SPA Subpart M. (3) For installed EFBs or portable EFBs served by installed resources, the installed equipment or mounting device has airworthiness approval (4) EFB-related procedures include maintenance procedures	- TCAR OPS - PART SPA (IR) SUBPART M:SPA.EFB.100 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART M:GM1 SPA.EFB.100(b) - - TCAR OPS - PART SPA (AMCs&GM) SUBPART M:AMC2 SPA.EFB.100(b)(3) - - TCAR OPS - PART CAT (IR) SUBPART A: SECTION 1 CAT.GEN.MPA.141 -				
18.15	As applicable to PINS-VFR (helicopters), does the Operator ensure that any occurrence reporting and safety analysis related to continuing airworthiness management and maintenance are effectively managed?	- TCAR OPS - PART SPA (IR) SUBPART N:SPA.PINS-VFR.100 - - TCAR OPS - PART SPA (AMCs&GM) SUBPART N:AMC1 SPA.PINS-VFR.100 -				
19. Aircraft Instruments and Equipment						
19.1	As applicable to flight recorder recording, does the	- TCAR OPS - PART CAT (IR) SUBPART A:				

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	Operator ensure that: (1) Operational checks and evaluations of the recordings are conducted to ensure the continued serviceability of the flight recorders which are required to be carried as per AMC1 CAT.GEN.MPA.195(b). (2) Documentation that presents the necessary information to convert raw flight data into flight parameters expressed in engineering units is kept and maintained up-to-date. (3) Any flight recorder recordings that have been preserved is available for CAAT determination.	SECTION 1 CAT.GEN.MPA.195 - - TCAR OPS - PART CAT (AMCs&GM) SUBPART A: SECTION 1 AMC1 CAT.GEN.MPA.195(b) -				
19.2	For recorded flight parameters recording inspection, does the Operator ensure tha the inspection of recorded flight parameters consists of the following: (1) Making a copy of the complete recording file. (2) Converting the recording to parameters expressed in engineering units in accordance with the documentation required to be held. (3) Evaluate a full flight in engineering units to ensure all mandatory parameters are valid considering: (a) Check parameters across different operational ranges and flight phases.	- TCAR OPS - PART CAT (IR) SUBPART A: SECTION 1 CAT.GEN.MPA.195 - - TCAR OPS - PART CAT (AMCs&GM) SUBPART A: SECTION 1 AMC1 CAT.GEN.MPA.195(b) -(a)				

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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
	(b) For parameters delivered by a digital data bus and used for aircraft operation, check reasonableness and correlation. (4) Retention of Records: Keep the latest copy of the complete recording file and maintain a corresponding inspection report, including references to the required documentation.					
19.3	For audio recording inspection, does the Operator ensure that the inspection of the audio recording consists of: (1) Taken precautions needed to comply with CAT.GEN.MPA.195(f)(1a) and procedures established in accordance with AMC1 CAT.GEN.MPA.195(f)(1). (2) Checking that the flight recorder operates correctly for the nominal duration (the required minimum duration) of the recording. (3) Examining samples of in-flight audio recording from the flight recorder for evidence that the signal is acceptable on each channel and in all phases of flight. (4) Repairing and retaining an inspection report. (5) Ensuring privacy (e.g. by locating the replay equipment in a separated area and/or using headset). (6) Access to replay equipment is restricted to authorised	- TCAR OPS - PART CAT (IR) SUBPART A: SECTION 1 CAT.GEN.MPA.195 - - TCAR OPS - PART CAT (AMCs&GM) SUBPART A: SECTION 1 AMC1 CAT.GEN.MPA.195(f)(1) - - TCAR OPS - PART CAT (AMCs&GM) SUBPART A: SECTION 1 AMC1 CAT.GEN.MPA.195(f)(1a) - - TCAR OPS - PART CAT (AMCs&GM) SUBPART A: SECTION 1 AMC1 CAT.GEN.MPA.195(b) -(b)				

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	persons identified by their position. (7) Storage of audio recording medium, files, and copies is secured. (8) Audio recording files and copies are destroyed not earlier than 2 months but no later than 1 year after completion of the recording inspection (except the audio samples contains no privacy content). (9) Only the Accountable Manager and the Safety Manager are entitled to request a copy of the audio recording files. (10) The conditions above are also applied when the recording inspection is subcontracted (via contract agreements).					
19.4	For DLR recording, does the Operator ensure that the inspection consists of: (1) Checking the consistency of the data link recording with other recordings for example, during a designated flight, the flight crew speaks out a few data link messages sent and received. After the flight, the data link recording and the CVR recording are compared for consistency. (2) Retaining the most recent copy of the complete recording and the corresponding inspection report.	- TCAR OPS - PART CAT (IR) SUBPART A: SECTION 1 CAT.GEN.MPA.195 - - TCAR OPS - PART CAT (AMCs&GM) SUBPART A: SECTION 1 AMC1 CAT.GEN.MPA.195(b) -(c)				

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19.5	For image recording inspection, does the Operator ensure that the inspection of the image recording consists of: (1) Taken precautions needed to comply with CAT.GEN.MPA.195(f)(3a) and procedures established in accordance with AMC1 CAT.GEN.MPA.195(f)(3). (2) Checking that the flight recorder operates correctly for the nominal duration (the required minimum duration) of the recording. (3) Examining samples of images recorded in different flight phases for evidence that the images of each camera are of acceptable quality. (4) Preparing and retaining an inspection report. (5) Ensuring privacy (e.g. by locating the replay equipment in a separated area) (6) Access to replay equipment is restricted to authorised persons identified by their position. (7) Storage of image recording medium, files, and copies is secured. (8) Image recording files and copies are destroyed not earlier than 2 months but no later than 1 year after completion of the recording inspection (except the images that contains no any body part of a person). (9) Only the Accountable Manager and the Safety	- TCAR OPS - PART CAT (IR) SUBPART A: SECTION 1 CAT.GEN.MPA.195 - - TCAR OPS - PART CAT (AMCs&GM) SUBPART A: SECTION 1 AMC1 CAT.GEN.MPA.195(b) -(d) - TCAR OPS - PART CAT (AMCs&GM) SUBPART A: SECTION 1 AMC1 CAT.GEN.MPA.195(f)(3) - - TCAR OPS - PART CAT (AMCs&GM) SUBPART A: SECTION 1 AMC1 CAT.GEN.MPA.195(f)(3a) -				

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	Manager are entitled to request a copy of the image recording files. (10) The conditions above are also applied when the recording inspection is subcontracted (via contract agreements).					
19.6	For aeroplane and helicopter instruments and equipment, does the Operator ensure that: (1) Instruments and equipment required by TCAR OPS Part-CAT Subpart D (IDE) are approved, installed, and maintained in accordance with applicable airworthiness requirements. (2) Non-required instruments and equipment carried on a flight are: (2.1) Not used by the flight crew to meet compliance and not impact aircraft's airworthiness (2.2) For installed, it complies initial airworthiness regulations (2.3) For non-installed (portable EFB, portable IFE), it does not affect flight safety when failed (3) All required emergency equipment are easily accessible for immediate use.	- TCAR OPS - PART CAT (IR) SUBPART D: SECTION 2 CAT.IDE.H.100 - - TCAR OPS - PART CAT (IR) SUBPART D: SECTION 1 CAT.IDE.A.100 - - TCAR OPS - PART CAT (AMCs&GM) SUBPART D: SECTION 1 GM1 CAT.IDE.A.100(b) - TCAR OPS - PART CAT (AMCs&GM) SUBPART D: SECTION 2 GM1 CAT.IDE.H.100(a) - TCAR OPS - PART CAT (AMCs&GM) SUBPART D: SECTION 1 GM1 CAT.IDE.A.100(a) - TCAR OPS - PART CAT (AMCs&GM) SUBPART D: SECTION 2 GM1 CAT.IDE.H.100(b)				
19.6.1	For aeroplanes and helicopters instruments and	- TCAR OPS - PART CAT (IR) SUBPART D:				

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	equipment, does the Operator ensure that when any of the instruments, items of equipment or functions required for the intended flight are inoperative or missing: (1) A flight is not commenced unless the aircraft is operated in accordance with the approved MEL, or (2) Within the constraints of the MMEL	SECTION 1 CAT.IDE.A.105 - - TCAR OPS - PART CAT (IR) SUBPART D: SECTION 2 CAT.IDE.H.105 -				
19.6.2	Does the Operator ensure that the installed ELT is capable of transmitting simultaneously on 121.5 MHz and 406 MHz, is registered and coded in accordance with the relevant provisions of ICAO Annex 10, Volume III: (1) Numbers required to be installed in accordance with CAT.IDE.A/H.280. (2) All batteries used in ELTs are replaced or recharged as required by AMC1 CAT.IDE.A/H.280 (3) Able to transmit a programmed digital message which contains information related to the ELT and/or the aircraft on which it is carried. (4) All ELTs are coded with acceptable protocol. The digital message contains EITHER the transmitter serial number OR one of the following information elements: (a) aircraft operating agency designator and a serial number	- TCAR OPS - PART CAT (IR) SUBPART D: SECTION 2 CAT.IDE.H.280 - - TCAR OPS - PART CAT (IR) SUBPART D: SECTION 1 CAT.IDE.A.280 -				

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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
	(b) 24-bit aircraft address (c) aircraft nationality and registration marks (5) The digital message contains a Country Code. (6) It is designed for operation with the COSPAS-SARSAT system and type approved. (7) All coded ELTs are registered with the the national agency responsible for initiating search and rescue (Search and Rescue Thailand).					
19.6.3	Regarding electronic navigation data, does the Operator ensure that: (1) Aeronautical databases used on certified aircraft system applications meet data quality requirements that are adequate for the intended use of the data. (2) Unaltered updated electronic navigation data (such as Navigation Database, GPWS/TAWS terrain/obstacle database) is timely distributed and inserted to all necessary aircraft in accordance with approved procedures. (3) In case of erroneous, inconsistent or missing data that might be reasonably expected to constitute a hazard to flight, it is reported to: (3.1) the database provider	- TCAR OPS - PART CAT (IR) SUBPART D: SECTION 2 CAT.IDE.H.355 - - TCAR OPS - PART CAT (IR) SUBPART D: SECTION 1 CAT.IDE.A.355 - - TCAR OPS - PART CAT (AMCs&GM) SUBPART D: SECTION 2 GM2 CAT.IDE.H.355 - TCAR OPS - PART CAT (AMCs&GM) SUBPART D: SECTION 1 GM2 CAT.IDE.A.355				

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	(3.2) the CAAT through occurrence reporting system (3.3) flight crew and other personnel concerned informed to not use the affected data					
19.6.4	For PBN specification not requiring specific approval (other than RNP AR APCH and RNP 0.3), does the Operator ensure that it complies with GM2 CAT.IDE.A/H.345: (1) Aircraft performance is stated in the AFM or equivalent (FCOM, SB/SL, Design Data, ICA, or written evidence from State of Design) (2) Statement of Compliance and minimum equipment required for particular specification.	- TCAR OPS - PART CAT (IR) SUBPART D: SECTION 1 CAT.IDE.A.345 - - TCAR OPS - PART CAT (IR) SUBPART D: SECTION 2 CAT.IDE.H.345 - - TCAR OPS - PART CAT (AMCs&GM) SUBPART D: SECTION 2 GM2 CAT.IDE.H.345 - TCAR OPS - PART CAT (AMCs&GM) SUBPART D: SECTION 1 GM2 CAT.IDE.A.345				
19.6.5	For PBCS where airspace RCP and RSP have been prescribed, does the Operator ensure that: (1) The communication equipment and surveillance equipment meet the prescribed RCP and RSP specifications respectively, as shown by an AFM statement or equivalent (2) The installed equipment reflect MEL (3) The continued airworthiness of the installed equipment is maintained to continue to meet the applicable RCP/RSP specifications	- TCAR OPS - PART CAT (IR) SUBPART D: SECTION 2 CAT.IDE.H.360 - - TCAR OPS - PART CAT (IR) SUBPART D: SECTION 1 CAT.IDE.A.360 - - TCAR OPS - PART CAT (IR) SUBPART D: SECTION 2 CAT.IDE.H.345 - - TCAR OPS - PART CAT (IR) SUBPART D: SECTION 1 CAT.IDE.A.345 - - TCAR OPS - PART CAT (AMCs&GM) SUBPART D: SECTION 1 GM1 CAT.IDE.A.345(a)				

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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
	(4) Relevant reports of observed communication and surveillance performance are submitted to the local/regional PBCS monitoring body or central reporting body (5) Process for immediate corrective action in case non-compliance with the appropriate RCP or RSP specifications is established (6) Training programme incorporates a basic PBCS concept and requirements for engineering and maintenance personnel that have direct impact on overall data link performance and continuing airworthiness: (i) Data link communication equipment including its installation, maintenance and modification (ii) MEL relief and procedures for return to service authorisations (iii) Correction of reported non-performance of data link system (7) The following elements are documented and managed appropriately: (i) configuration and equipment list detailing the pertinent hardware and software components for the	- TCAR OPS - PART CAT (AMCs&GM) SUBPART D: SECTION 1 GM1 CAT.IDE.A.360 - TCAR OPS - PART CAT (AMCs&GM) SUBPART D: SECTION 1 AMC1 CAT.IDE.A.345(a) - TCAR OPS - PART CAT (AMCs&GM) SUBPART D: SECTION 2 GM1 CAT.IDE.H.360				

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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
	aircraft/fleet(s) applicable to the specific RCP/RSP operation (ii) configuration control for subnetwork, communication media and routing policies; and (iii) description of systems including display and alerting functions (including message sets)					
	20. Maintenance Documentation					
20.1	When the Operator transcribes the maintenance tasks instructions onto the work cards or worksheets provided to the Maintenance Organisation (for every maintenance event) or work orders referring to specific maintenance tasks (with revision status), does the Operator ensure that only documents incorporating the latest amendments are issued, and that all superseded documents are withdrawn and cancelled.	- Air Operator Certificate Requirements Chapter 9 Item 15.1				
20.2	Does the Operator ensure that the maintenance working document information contains: (1) A list of inspections, checks or work items required to meet the requirements of the approved maintenance programme and adequate directions for their implementation.	- Air Operator Certificate Requirements Chapter 9 Item 15.1				

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No.	Subject	Reference	S	U	N/A	Comment
	(2) The part numbers and serial numbers (unless not relevant to component control) of all components to be removed and replaced, and their locations on the aircraft. (3) Details of any modifications which have to be incorporated during the check. (4) Any mandatory or special inspections, or any other checks which are required to be made by the Operator in addition to those required by the approved maintenance programme. (5) As applicable, detailed procedures for engine runs, engine or propeller change, fuel flow tests, duplicate inspection of controls, landing gear retraction tests etc. (6) A list of outstanding deferred and carried forward defects. (7) A space or additional worksheets or cards provided for recording the work completed as a result of the maintenance check and any defects arising from inspections.					
20.3	Does the Operator ensure that all worksheets or cards are: (1) Readily identifiable with an issue number	- Air Operator Certificate Requirements Chapter 9 Item 15.3 - Air Operator Certificate Requirements				

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	(2) Identified to associate them positively with the relevant items in the approved maintenance programme (3) Recorded on a 'workpack control' sheet which contains the following information: (a) Name and the Authority Approval reference of the maintenance organisation (b) Aircraft type and registration marks (c) The maintenance check to be carried out (d) The date (e) The approved maintenance programme reference number and amendment (f) The name of the Operator	Chapter 9 Item 15.4				
20.4	For maintenance under AOC provision, regarding maintenance document completion and sign-off, does the Operator ensure that: (1) Maintenance documentation in used conforms to the templates described in the approved procedures and correctly transcribed into work instructions. (2) The composition of a standard work package (as applicable to the scope of work of the Operator) is in accordance with the approved procedures. (3) Maintenance documentation is completed in	- Approved Maintenance Organisation Requirements 145.A.55 - Approved Maintenance Organisation Requirements 145.A.45 - Approved Maintenance Organisation Requirements 145.A.48 - Air Operator Certificate Requirements Chapter 9 Item 2.3				

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No.	Subject	Reference	S	U	N/A	Comment
	accordance with approved procedures. (4) Sign-off is carried out in accordance with established sign-off policy/procedures. (5) A task is only signed-off by ""authorised personnel"" (for the task performance, for the task performed under supervision, for the independent inspection, additional record of re-inspection by the same authorised person). (6) Aircraft is released to service by authorised Certifying Staff. (7) Policy is in placed to ensure every maintenance task is signed-off only after completion.					
20.5	For maintenance under AOC provision, regarding notification of maintenance data inaccuracies and ambiguities, has the Operator established and implemented the following (1) Definitions of maintenance data ambiguities (2) Method of internal notification of maintenance data ambiguities (3) Method of external notification of maintenance data ambiguities to the authors of that data (4) Method of assessment and extraction of those ambiguities/inaccuracies to be reported under GMM Item	- Approved Maintenance Organisation Requirements 145.A.45 - Air Operator Certificate Requirements Chapter 9 Item 2.3				

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No.	Subject	Reference	S	U	N/A	Comment
	2.7.2(c) as mandatory reportable occurrences (5) Feedback to staff and implementation of TC Holder/Manufacturer corrections (6) Impact of the data ambiguity on the on-going maintenance task The authors may be any of the following: • Aircraft / component design organisation (AMM, SB, SRM, etc.) • The CAAT • The Operator itself in the case of the Operator's job cards, work instructions					
	21. Continuing Airworthiness Information					
21.1	Does the Operator ensure to: (1) monitor and assess maintenance and operational experience with respect to continuing airworthiness (2) submit a written report on the occurrences of faults, malfunctions, defects or other occurrences as detailed in CAAT Requirement No. 22 to the following entities: (a) the aircraft type certificate holder, or (b) in the case where information on faults, malfunctions, defects and other occurrences relates to	- Air Operator Certificate Requirements Chapter 12 Item 5.2 - Helicopter Operations Requirements 6.5.2				

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	an engine or propeller: - the aircraft type certificate holder, and - the Operator responsible for the engine or propeller design (c) in the case of an occurrence associated with a modification, the organization responsible for the design of the modification					
21.2	Does the Operator ensure to obtain and assess continuing airworthiness information and recommendations available from the organization responsible for the type design relevant to the aircraft types or components, and implement resulting actions considered necessary?	- Air Operator Certificate Requirements Chapter 13 Item 2(g) - Air Operator Certificate Requirements Chapter 12 Item 5.4 - Air Operator Certificate Requirements Chapter 9 Item 16.2 - Air Operator Certificate Requirements Chapter 13 Item 2(h) - Helicopter Operations Requirements 9.2(g) - Helicopter Operations Requirements 6.5.4 - Helicopter Operations Requirements 9.2(h)				
21.3	Does the Operator ensure that technical information assessment is established with priority of response so that significant airworthiness important matters are assessed and responded promptly?	- Air Operator Certificate Requirements Chapter 9 Item 16.3				

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21.4	Does the Operator ensure that procedures for the following are established and implemented: (1) Managing revision of the electrical load analysis for each aircraft when it is modified and the electrical load is changed. (2) Assessing modification documentation and managing the aircraft configuration. (3) Software configuration management to an individual aircraft level.	- Air Operator Certificate Requirements Chapter 13 Item 2 - TCAR OPS - PART SPA (AMCs&GM) SUBPART B: GM1 SPA.PBN.100 - - Air Operator Certificate Requirements Chapter 12 Item 5.4 - TCAR OPS - PART SPA (IR) SUBPART B:SPA.PBN.100 -				
21.5	Does the Operator ensure that the relevant aircraft manufacturer is aware that they are the user of the aircraft so that all relevant service information, details of in-service experience of the aircraft and amendments to manuals, including the Flight Manual, are received and embodied in a timely manner?	- Air Operator Certificate Requirements Chapter 9 Item 16.5				
21.6	Regarding maintenance data, does the Operator ensure that: (1) Applicable current approved maintenance data for the performance of continuing airworthiness tasks in accordance with the AMP and applicable requirements is available: • Instructions for Continuing Airworthiness (ICAs)	- Air Operator Certificate Requirements Chapter 9 Item 17 - Air Operator Certificate Requirements Chapter 9 Item 16.5				

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	issued by TC Holder; such as AMM, AFM, MEL, SRM, TSM, IPC, MPD, W&B, etc. • ICAs issued by STC holder (e.g., AMM/IPC/MEL/AFM supplements) • ICAs and technical drawings issued by DOA • ICAs issued by Component OEM; such as Component Vendor Recommendations, CMM, Component Repair Manual, Engine Time Limits Manual, etc. (2) They are obtained and kept up-to-date. (3) Relevant information is available/distributed within the organisation, subcontracted organisations, contracted maintenance organisations, including line maintenance stations or location away from base. (4) Any amendments are notified.					
	22. Technical Publications and Document Management					
22.1	Does the Operator ensure that: (1) Technical library is made available the necessary technical data (e.g. CAAT requirements, manufacturer's manual, any relevant service information, any other related information appropriate to the aircraft types,	- Air Operator Certificate Requirements Chapter 9 Item 17 - Air Operator Certificate Requirements Chapter 5 Item 1.7				



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No.	Subject	Reference	S	U	N/A	Comment
	copies of appropriate company manuals, procedures, and instructions) to concerned personnel (2) All personnel are aware of the applicable laws, regulations and procedures relevant to the exercise of their duties (3) Arrangement is made for the supply of amendments - All publications are kept up-to-date - Concerned departments are notified of such amendments and of any additional technical information relevant to the work undertaken (4) Maintenance manual information recorded on microfilm, microfiche or disk is checked at specific intervals for amendment state and legibility and any temporary amendments to be kept available adjacent to each reader (5) Arrangements are also made for all technical drawings (6) A person is appointed to be responsible for the technical library					
22.2	Has the Operator established and implemented publishing instructions procedure to ensure that: (1) The instruction publishing system is in place, when there is a need to advise personnel of matters of	- Air Operator Certificate Requirements Chapter 9 Item 13				



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	immediate technical importance, in addition to the maintenance manuals and the GMM (e.g. bulletin system). (2) The work instructions are distributed to maintenance personnel individually or in such a way that each person has access to a copy and there is a record kept to show that he has seen each document issued. (3) The published documents are numbered sequentially and presented with dated, issue or revision number. (4) The published documents are identified as to content, e.g. by ATA Chapter or by aircraft type number so as to permit easy access to particular subjects. (5) The reference source of the information is identified. (6) The priority of information is clearly defined when the issued instruction is conflict with, or vary, from the information published by the manufacturers or other sources. (7) The issued instructions will not be construed as overriding published mandatory information or concern matters beyond the scope of the approval held by the Operator or organisation.					
22.3	For maintenance under AOC, does the Operator ensure	- Approved Maintenance Organisation				

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No.	Subject	Reference	S	U	N/A	Comment
	that the maintenance instructions and data shall be in accordance with 145.A.45?	Requirements 145.A.45 - Air Operator Certificate Requirements Chapter 9 Item 13.5				
	23. Maintenance Record Keeping					
23.1	Has the Operator established and implemented Aircraft Continuing Airworthiness Record System for the following information: (1) Current mass and balance report/statement (2) Status of Mandatory Continuing Airworthiness Information (MCAI) such as airworthiness directives and measures mandated by the applicable State's Authority (State of Design, State of Registry, State of Operator) in immediate reaction to a safety problem (3) Status of modifications and repairs (4) Status of compliance with aircraft maintenance program (5) Deferred maintenance tasks and deferred defects rectification (6) Status of life-limited parts and time-controlled components (7) Supporting detailed maintenance records (Release documents, copy of workcards, history records)	- Air Operator Certificate Requirements Chapter 13 Item 2(d) - Helicopter Operations Requirements 9.2(d)				



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No.	Subject	Reference	S	U	N/A	Comment
	(8) Aircraft Technical Log system - a system for recording defects and malfunctions during the aircraft operation and for recording details of all maintenance carried out on an aircraft between scheduled base maintenance visits. In addition, it is used for recording flight safety and maintenance information the operating crew need to know.					
23.2	Does the Operator ensure that there is a department responsible for the compilation and co-ordination of technical records which maintains the following data recording system: (1) The hours of service or elapsed times quoted in the approved maintenance programme are not exceeded as regards components and structural assemblies, and that scheduled maintenance periods are adhered to. (2) The number of landings, flights or cycles, and the use of maximum contingency or intermediate contingency power, are recorded when this information is specified in the approved maintenance programme or manufacturer's manuals as a basis for inspection or other necessary action.	- Air Operator Certificate Requirements Chapter 13 Item 2(d) - Air Operator Certificate Requirements Chapter 9 Item 14.1 - Helicopter Operations Requirements 9.2(d)				



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	(3) The foregoing information into aircraft, engine and propeller log books or equivalent records, are processed to maintain the records and documents concerning overhaul and repair work, component changes, mandatory modifications and inspections and to maintain the Modification Record Book. (4) Records required by the CAAT are maintained.					
23.3	Does the Operator ensure that the following records are kept for the specified minimum period after the aircraft has been permanently withdrawn from service: (1) The total time in service (hours, calendar time and cycles, as appropriate) of the aircraft and all life-limited components (kept for 90 days). (2) The current status of compliance with all mandatory continuing airworthiness information (kept for 90 days). (3) Appropriate details of modifications and repairs to the aircraft and its major components (kept for 90 days). (4) The time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aircraft or its components subject to a mandatory overhaul life (kept for 90 days). (5) The current status of the aircraft's compliance with	- Approved Maintenance Organisation Requirements 145.A.55 - Air Operator Certificate Requirements Chapter 9 Item 2.3 - Air Operator Certificate Requirements Chapter 12 Item 4.2 - Air Operator Certificate Requirements Chapter 9 Item 15.5 - Air Operator Certificate Requirements Chapter 12 Item 4.1 - Helicopter Operations Requirements 6.4.2 - Helicopter Operations Requirements 6.4.1				



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	the approved maintenance programme (kept for 90 days). (6) The detailed maintenance records to show that all requirements for the signing of a maintenance release have been met (kept for 1 year after the maintenance release is signed, or 3 years for AOC with maintenance-under-AOC privilege). (7) For AOC with maintenance-under-AOC privilege, the records of management system key processes for maintenance activities (maintenance management, compliance monitoring system, etc.) including contracts, both for contracting and subcontracting (kept for a minimum period of 5 years).					
23.4	Does the Operator ensure that: (1) In the event of a temporary change of operator, the records are made available to the new operator. (2) In the event of any permanent change of operator, the records are transferred to the new operator. (3) The records kept or transferred are maintained in a form and format that ensures readability, security and integrity of the records at all times.	- Air Operator Certificate Requirements Chapter 12 Item 4.4 - Air Operator Certificate Requirements Chapter 12 Item 4.3 - Helicopter Operations Requirements 6.4.4 - Helicopter Operations Requirements 6.4.3				
23.5	Regarding the storage and preservation of records, does the Operator ensure that:	- Air Operator Certificate Requirements Chapter 9 Item 14.2				

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	(1) The physical records are stored in a manner that ensures protection from damage (fire, flood, etc.), alteration, and theft. (2) The digitised records are stored in a secure, protected system (e.g., from fire, flooding, temperature extremes, or accidental erasing). The IT system includes at least one backup updated within 24 hours of any entry. Both primary and backup systems are protected from unauthorized access and are preferably located remotely from each other. The computer hardwares (discs, tapes etc.) used to ensure backup are stored in a different safe environment location from that containing the working data. (3) In the event of an accident or serious incident, the Accountable Manager hold the records secure until requested by the State of Registry's authority, the Agency and/or the responsible accident investigating body.	- Air Operator Certificate Requirements Chapter 9 Item 32.6(g) - Air Operator Certificate Requirements Chapter 13 Item 2(d) - Air Operator Certificate Requirements Chapter 12 Item 4.4 - Helicopter Operations Requirements 9.2(d) - Helicopter Operations Requirements 6.4.4				
23.6	Does the Operator ensure that records are structured or stored in such a way as to facilitate auditing?	- Air Operator Certificate Requirements Chapter 9 Item 14.3				
24. Maintenance Review						
24.1	For Maintenance Review Document, does the Operator ensure that it is performed every 6 months by the	- พระราชบัญญัติการเดินอากาศ พ.ศ. ๒๕๔๗ มาตรา ๔๑/๘๐				



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	authorised signatory?					
24.2	For Maintenance Review Report, does the Operator ensure that: (1) The maintenance review includes full documented review and aircraft physical survey. (2) The maintenance review ensures that all maintenance is complete, performed annually by the authorised CMR staff accepted by CAAT. (3) The CMR is issued only when satisfied that the maintenance review has been completely carried out and that there is no non-compliance which is known to endanger flight safety (or all findings have been closed) . (4) The maintenance review report is in English and contains at least information in accordance with AOCR Appendix I. A copy of any airworthiness review issued for an aircraft is sent to CAAT within 10 days. (5) Maintenance review tasks are NOT sub-contracted (In other word, performed by CMR staff employed by the Operator). (6) When the outcome of the maintenance review is inconclusive, or the review shows discrepancies on the aircraft linked to deficiencies in the content of the	- Air Operator Certificate Requirements Chapter 9 Item 9.1 - Air Operator Certificate Requirements APPENDIX I - Air Operator Certificate Requirements Chapter 9 Item 9.4				



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	maintenance programme, the CAAT is informed as soon as practicable but in any case, within 72 hours from the moment the air operator identifies the condition to which the review relates. (7) The maintenance review tasks also take into account for the aircraft which returns to service from a long period of parking (8) When the CMR staff is not appropriately qualified to License Engineer, the aircraft physical inspection is carried out and assisted by qualified personnel (The function of such License Engineer personnel is limited to perform and release the maintenance actions requested by the CMR staff only). (9) No pressure or restrictions are imposed on the CMR staff when performing their duty.					
	25. Spare Parts, Tools, Equipment, and Material Management					
25.1	[This scope is only applicable to AOC with maintenance-under-AOC privilege] Has the Operator established and implemented procedure to ensure that every spare is stored, at all times and locations, in accordance with its manufacturer'	- Air Operator Certificate Requirements Chapter 9 Item 18				

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	s instructions and in such a manner such that it remains airworthy and fit for use when required?					
25.2	Does the Operator ensure that all spares, tools, equipment, and parts to be used comply with Repair Station Certificate Requirements as applicable: (1) Tooling - 145.A.40 Equipment and tools (a) Availability of tools for the approved scope of work (Equipment and tools must be permanently available except infrequently used that its permanent availability is not necessary), including management of tools service providers (b) Acceptance, Control, and calibration of tools and equipments to an officially recognized standard (c) Maintained (inspect, service, calibration) on a regular basis in accordance with equipment manufacturer's instructions (d) Use of tooling and equipment by staff (including alternative tools) (2) Spares - 145.A.42 Components (a) Component classification (Serviceable, Unserviceable, Unsalvageable, Standard Parts, Material)	- Approved Maintenance Organisation Requirements 145.A.42 - Approved Maintenance Organisation Requirements 145.A.40 - Approved Maintenance Organisation Requirements 145.A.205 - Approved Maintenance Organisation Requirements 145.A.25 - Air Operator Certificate Requirements Chapter 9 Item 3.2 - Air Operator Certificate Requirements Chapter 9 Item 2.3 - Air Operator Certificate Requirements Chapter 9 Item 18				

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No.	Subject	Reference	S	U	N/A	Comment
	(b) Installation of components, standard parts and materials (Acceptance of parts including bogus part report, Supplier evaluation, Installation, Fabrication) (c) Segregation of components (Segregation, Mutilation) (3) Storage - 145.A.25 (a) Storage condition of each parts/components/tools/equipment, including shelf lift control, and tagging/labelling (b) Access restriction to storage facilities (c) Issuance of part/material to maintenance process (d) Return of defective aircraft component to store and to outside contractors					
25.3	Regarding supplier evaluation and subcontracted control, does the Operator ensure that: (1) Type of providers is correctly established. (2) Components and material supplied by supplier are in satisfactory conditions and meet the applicable criteria of CAAT Part-145 regulation. (3) The evaluation is conducted by a questionnaire to its suppliers, a desktop evaluation of the supplier's	- Approved Maintenance Organisation Requirements 145.A.205 - Approved Maintenance Organisation Requirements 145.A.42 - Air Operator Certificate Requirements Chapter 9 Item 18 - Air Operator Certificate Requirements Chapter 9 Item 2.3				



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	procedures, or an on-site audit, if deemed necessary. (4) Each type of supplier is initially approved and monitored. (5) Each subcontractors is initially approved with pre-audit result and allowed for CAAT audit access.					
25.4	Does the Operator ensure that all engines, propellers or aircraft parts to be installed are released with CAAT Form-1 (or equivalent)?	- ประกาศ กพพ. หนังสือรับรองความสมควรเดินอากาศของต่างประเทศ NCAAT on Acceptable Foreign Airworthiness Tag - Air Operator Certificate Requirements Chapter 12 Item 7 - Helicopter Operations Requirements 6.7				
26. Aircraft Status & Technical Logs						
26.1	For all in-service aircraft, does the Operator ensure that: (1) The Certificate of Airworthiness is valid. (2) All required documents are kept onboard (or accessible onboard) (3) Maintained in accordance with approved AMP. (4) All repairs and modifications, if any, have been recorded and accomplished in accordance with approved procedures. (5) All aircraft operated by the Operator for commercial	- Air Operator Certificate Requirements Chapter 9 Item 22 - Air Operator Certificate Requirements Chapter 12 Item 1.2 - Air Operator Certificate Requirements Chapter 12 Item 1.1(c) - Air Operator Certificate Requirements APPENDIX O.5.12 - Air Operator Certificate Requirements				

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	air transport are listed in the list of aircraft managed or the AOC's Ops Spec of the Operator. (6) The aircraft are not operated unless maintenance on the aircraft, including any associated engine, propeller and part, is carried out by applicable CAAT approved organisation (CAAT Part-145 AMO, or maintenance under AOC i.a.w. approved GMM, and CAAT Form 1 or equivalent for components).	Chapter 13 Item 2(c) - Air Operator Certificate Requirements Chapter 9 Item 3.1 - Air Operator Certificate Requirements Chapter 13 Item 2(j) - Air Operator Certificate Requirements Chapter 9 Item 24 - Air Operator Certificate Requirements Chapter 12 Item 1.4 - Air Operator Certificate Requirements Chapter 2 Item 41.1 - Helicopter Operations Requirements 6.1.2(c) - Helicopter Operations Requirements 9.2(j) - Helicopter Operations Requirements 6.1.5 - Helicopter Operations Requirements 6.1.3 - Helicopter Operations Requirements 9.2(c)				
26.2	For technical log system, does the Operator ensure that: (1) All inspections, maintenance, preventive maintenance, rebuilding, and alteration have been recorded in Log book or equivalent permanent document of aircraft, engine, propeller, or appliances, as applicable. (2) All rectification of any defect which entered in	- CAAT Requirements No. 69 on Aircraft Journey Log 3. - CAAT Requirements No. 69 on Aircraft Journey Log 4. - ประกาศกรมฯ การบำรุงรักษา การบำรุงเชิงป้องกัน 51 1.12(ก)				

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Applicability:

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	technical log been properly rectified and certified for Release-to-Service. (3) Details of preflight inspection are included in the technical log when carried out (4) All in-used aircraft journey log, or equivalent, contains the format in accordance with the approved OM as per ORO.MLR.110. (5) Deferred defects are: (a) Transferred to a new deferred defect record sheet with cross references in the technical log that can be traced back to its original entry. (b) Deferred with approved data/references (6) The CRS contains required minimum information with certificate statement and identification of company approval certificate.	- TCAR OPS - PART ORO (IR) SUBPART MLR:ORO.MLR.110 - - Air Operator Certificate Requirements Chapter 9 Item 27 - Air Operator Certificate Requirements Chapter 9 Item 11 - Air Operator Certificate Requirements Chapter 9 Item 24 - Air Operator Certificate Requirements Chapter 9 Item 22.1 - Air Operator Certificate Requirements Chapter 12 Item 7 - TCAR OPS - PART ORO (AMCs&GM) SUBPART MLR: AMC1 ORO.MLR.110 - - Helicopter Operations Requirements 6.7				
26.3	Does the Operator ensure for control of cabin configuration that: (1) Any change to the cabin configuration from which the aircraft was first certificated constitutes a modification which must be approved by the CAAT. (2) All constitute modifications conform to an approved design and are certified with the issue of a Certificate of	- Air Operator Certificate Requirements Chapter 9 Item 23				

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No.	Subject	Reference	S	U	N/A	Comment
	Release to Service (CRS). CRS are issued for each change of configuration, including a restoration to the previous configuration. (3) Instructions provided to maintenance personnel contain precise descriptions, preferably pictorial, of the approved configuration and any limitations to be observed. Checklists are readily available to personnel when carrying out configuration changes.					
	27. Base Operation - Aircraft Flight Preparation					
27.1	Does the Operator ensure that the Pilot-in-command is advised on: (1) When the next Scheduled maintenance Inspection (SMI) is due, or any means to confirm that no maintenance task is due or will become due before the end of the intended flight (2) Any defects existing on the aircraft affecting its operational airworthiness and safety (3) Any maintenance actions due before the next Schedule Maintenance (4) Any other information concerning the aircraft and its systems, including changes resulting from modifications, which may affect the operation of the aircraft	- Air Operator Certificate Requirements Chapter 9 Item 22.4 - Air Operator Certificate Requirements Chapter 9 Item 22.3 - Air Operator Certificate Requirements Chapter 9 Item 22.2 - Air Operator Certificate Requirements Chapter 5 Item 15.1 - Air Operator Certificate Requirements APPENDIX O.5.9.2				

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27.2	Does the Operator ensure that, for the observed operational aircraft: (1) The aircraft registration marks (Marking and plate) are legible. (2) Required documents are kept onboard (or accessible onboard) in accordance with CAT.GEN.MPA.180 (3) Fuel uplifted prior to flight is free from contamination and the refueling is safely carried out. (4) Baggage and cargo loaded and restrained are in accordance with AFM limitation and cargo doors are secured. (5) Push-back and start-up are carried out i.a.w. approved procedure for specific type of aircraft, engine area free from debris, fire fighting facilities available as applicable. (6) Control surface and landing gear locks, restraint devices and blanks are properly removed for flight. (7) Defects are properly recorded and rectified/deferred in accordance with approved data. (8) The aircraft external damages (aircraft structure, engine, propeller) are recorded and kept on board the aircraft. (9) The aircraft is serviced and inspected as required by the AMP.	- ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัย หมวด ๑ ข้อ ๕ - TCAR OPS - PART CAT (IR) SUBPART A: SECTION 1 CAT.GEN.MPA.105 -(d) - TCAR OPS - PART CAT (IR) SUBPART A: SECTION 1 CAT.GEN.MPA.180 - - TCAR OPS - PART CAT (IR) SUBPART A: SECTION 1 CAT.GEN.MPA.105 -(a)(14) - Air Operator Certificate Requirements Chapter 9 Item 20.1 - Air Operator Certificate Requirements Chapter 9 Item 3.2 - Air Operator Certificate Requirements Chapter 9 Item 24.3 - Air Operator Certificate Requirements Chapter 9 Item 3.1 - Air Operator Certificate Requirements Chapter 9 Item 22.5				



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No.	Subject	Reference	S	U	N/A	Comment
	(10) Proper attention is given to the rectification of recorded defects, compliance with the MEL and any limitations imposed in respect of the period of flights, flying hours or calendar time. (11) Engineering and maintenance support (i.e. the personnel, accommodation, equipment and facilities, organisations, procedures and documentation) is arranged to a satisfactory standard (12) At the termination of the flight, utilisation data and all known or suspected defects of the aircraft is recorded in the aircraft technical log or journey log of the aircraft to ensure continued flight safety. (13) Any mandatory occurrence occurred is reported and submitted to CAAT.					
27.3	Regarding the pre-flight inspection, does the Operator ensure that: (1) The pre-flight inspection is carried out before flight to ensure that the aircraft is fit for the intended flight. (2) The aircraft is maintained in an airworthy condition. (3) The operational and emergency equipment necessary for an intended flight is serviceable. (4) The Certificate of Airworthiness (C of A) of the aircraft	- TCAR OPS - PART CAT (IR) SUBPART A: SECTION 1 CAT.GEN.MPA.105 -(a)(12) - Air Operator Certificate Requirements Chapter 12 Item 1.1 - Helicopter Operations Requirements 6.1.2				



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	is valid. (5) Personnel performing the pre-flight inspection is authorised and competent to perform the pre-flight inspections (according to basic qualification, initial training, recurrent training, etc.). Different staff may be authorised to perform pre-flight inspections. (6) Details of preflight inspection are included in the technical log.					



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Location: Date: 2022-11-11

S = Satisfy

U= Unsatisfied

N/A= Not Applicable

Comment = Description the detail of compliance or Non Compliance or other information

Inspector Name:
(.....)

Position:

Completed on: