



Checklist Number:

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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: <ul style="list-style-type: none"> 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, specific approvals obtained for each aircraft) AOC status and scope of approval Management of contractor and subcontractor for which service(s) they provide 	- 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: <ul style="list-style-type: none"> Significant lay-offs or turnover of personnel leading to discontinuity/overdue of the works to be performed Consecutive delays in payroll 	- Air Operator Certificate Requirements Chapter 5 Item 1.3				



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	<ul style="list-style-type: none"> '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	<p>Regarding organisation chart, does the Operator ensure that:</p> <p>(1) The chart is up-to-date and reflect the current</p> <p>(2) Compliance monitoring staff (e.g. Manager, Auditor) are independent from the Head of Engineering.</p> <p>(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.).</p> <p>(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</p>	<p>- Approved Maintenance Organisation Requirements 145.A.30</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.3</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 3.2</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 30.2.2</p> <p>- Air Operator Certificate Requirements Chapter 5 Item 1.4</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 4.1</p>				



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	<p>independent.</p> <p>(5) It is clearly identified for any management person holds more than one position.</p> <p>(6) The Head of Engineering is not employed by any CAAT Part-145 AMO under contract to the Operator, unless specifically agreed by CAAT.</p> <p>(7) All nominated personnel are presented in the chart (including the CMR staff).</p> <p>(8) All nominated personnel ultimately responsible to the Accountable Manager.</p>					
1.4	<p>Regarding facilities, does the Operator ensure that:</p> <p>(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.</p> <p>(2) The PPB, main and supporting offices, postal address of each facilities, e-mail addresses/contacts, subcontractors facilities, applicable line maintenance facilities, and/or applicable subcontractors maintenance facilities are correctly identified.</p> <p>(3) Any inadequacy of facilities observed in the course of operations is reported to the entity responsible for them, without undue delay.</p>	<p>- Air Operator Certificate Requirements Chapter 2 Item 40.3</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.3</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 32.6</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 3.2</p>				



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	(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 Agreement and related Agreement						
2	As applicable, does the Operator ensure that: (1) All leasing agreements are: (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.	- Air Operator Certificate Requirements Chapter 1 Item 9				



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	<p>(e) accepted by CAAT prior to its effective date</p> <p>(f) clearly identified who is responsible for maintenance obligation</p> <p>(2) Operational control over the leased aircraft are clearly described.</p> <p>(3) 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.</p> <p>(4) Proposals of amendment affecting the roles and 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.</p>					
	3.1 Contracted Maintenance - General					
3.1	<p>For contracted maintenance (CAAT-145 AMO), does the Operator ensure that the contract / agreement addresses the following information:</p> <p>(1) Full detail of the division of responsibilities between the Organisation and the contracted maintenance organisation.</p> <p>(2) Contents in accordance with AOCR Appendix P</p>	<p>- Air Operator Certificate Requirements Chapter 9 Item 7.1.3</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 7.1.7</p>				



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	(3) Responsibilities for the assessment and incorporation of manufacturer's Service Information and for compliance with mandatory requirements.					
3.2	<p>For contracted maintenance, does the Operator ensure that:</p> <p>(1) The contractor is selected in accordance with approved procedures and undergone pre-audit before approval.</p> <p>(2) The maintenance activities provided by contracted CAAT-145 AMO under the correct granted ratings conforming to requirements and limitations granted by CAAT.</p> <p>(2) A person is nominated for engineering liaison on all matters relating to the contract / agreement and for airworthiness matters affecting safety.</p> <p>(3) Responsibilities and communication paths are made clear to all concerned personnel.</p> <p>(4) Copies of all agreements, including side letters and addenda, between the parties concerned are available for CAAT examination.</p> <p>(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</p>	<p>- Air Operator Certificate Requirements Chapter 9 Item 7.3.2</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 7.3.3</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 7.1.1</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 7.1.5</p> <p>- Air Operator Certificate Requirements Chapter 13 Item 2(a)1</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 7.1.4</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 5.4</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 7.1.9</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 7.1.8</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 3.4</p>				



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	<p>significant organisational, procedural or technical change to a maintenance agreement.</p> <p>(6) The list of contracted maintenance organisation is kept up-to-date.</p> <p>(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.</p>	- Helicopter Operations Requirements 9.2(a).1				
3.3	<p>For contracted maintenance, does the Operator's management system ensure that the maintenance contractor:</p> <p>(1) Responds to the provisions of the agreement, employing necessary technical resources to achieve the tasks.</p> <p>(2) Has a system to ensure shift arrangements maintain continuity of control over servicing and dispatch activities, with seamless handover between shifts.</p> <p>(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.</p> <p>(4) Has a clearly defined agreement outlining the actions</p>	<p>- Air Operator Certificate Requirements Chapter 9 Item 5.4</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 7.3.4</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 7.2.3</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 28.2.2</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 28.2.1</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 3.3</p>				



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	the AMO can perform without prior consultation and those requiring the Operator's approval. (5) Ensures the safe operation of the aircraft.					
	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 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	- Air Operator Certificate Requirements Chapter 9 Item 28.2.3				



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	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.					
	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	- Air Operator Certificate Requirements Chapter 9 Item 2.3 - Air Operator Certificate Requirements Chapter 9 Item 2.2				



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	(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 (8) Training - 145.A.30 Personnel requirement					
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.	- Air Operator Certificate Requirements Chapter 9 Item 2.5 - Air Operator Certificate Requirements Chapter 9 Item 28.2.2 - Air Operator Certificate Requirements Chapter 9 Item 28.2.1 - Air Operator Certificate Requirements Chapter 9 Item 2.4 - Air Operator Certificate Requirements Chapter 9 Item 2.3 - Air Operator Certificate Requirements Chapter 9 Item 2.2				



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	(5) The maintenance task is completed in accordance with approved data, signed off by authorised personnel, and clearly released under AOC provisions in accordance with approved procedures					
4.2.3	<p>When the Operator carries out maintenance under AOC provisions, regarding critical maintenance tasks and error-capturing methods, does the Operator ensure that:</p> <p>(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.</p> <p>(2) The error-capturing method(s) to be used is identified and implemented which are:</p> <ul style="list-style-type: none"> • 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) <p>(3) Personnel who perform the independent inspections is authorised and qualified.</p> <p>(4) The risk of errors and errors being repeated in</p>	<p>- Approved Maintenance Organisation Requirements 145.A.48</p> <p>- Air Operator Certificate Requirements Chapter 13 Item 2(a)2</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.3</p> <p>- Helicopter Operations Requirements 9.2(a).2</p>				



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



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



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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 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 - Air Operator Certificate Requirements Chapter 9 Item 3.2 - 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 working team management that:	- Approved Maintenance Organisation Requirements 145.A.205 - Approved Maintenance Organisation Requirements 145.A.55				



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	<p>(1) The contracted or subcontracted activities performed by external working team are subject to hazard identification and safety risk management procedure.</p> <p>(2) For external team working under their own CAAT Part-145 approval (Contractor):</p> <p>(a) Segregation between the the Organisation and the CAAT Part-145 maintenance organisation working in the same premises is established.</p> <p>(b) Clear work order is provided to the external working team.</p> <p>(c) Type of support (tools/equipment, facilities,...) is made available to the External Team Working.</p> <p>(d) The progress of work is managed (meetings, etc.).</p> <p>(e) CAAT Part-145 release to service is performed from the working team.</p> <p>(3) For external working team not holding any CAAT Part-145 Approval (Subcontractor):</p> <p>(a) The Subcontractor is controlled and listed in the List of Subcontractor with the scope of authorisation.</p> <p>(b) System for control of materials, tools, working</p>	- Air Operator Certificate Requirements Chapter 9 Item 2.3				



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	instructions, procedures, and documentation is in place. (c) The progress of work is managed (meetings, etc.). (d) Work performed by the outside team such as: repair, replacement, modification, overhaul, test, inspection. is certified. (e) Environmental conditions are considered. (f) Final certification is performed. (g) 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 procedures for ensuring continuing airworthiness at each operator's location, and is the quality audit scope effective across all operational and maintenance activities, including: (1) Product audit at each approved location (2) Continuing airworthiness management	- Air Operator Certificate Requirements Chapter 9 Item 30.1.2 - Air Operator Certificate Requirements Chapter 9 Item 30.1.1				



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	(3) Quality and Safety system (4) Effectiveness of maintenance program (5) Training program (6) Reliability program and engine health monitoring program (7) Certificate of Maintenance Review (CMR) (8) Storage, Tools, Equipment, Spare part management (for the Operator with maintenance-under-AOC privilege) (9) Fuel arrangement (10) Ground handling and anti-icing support (11) Product audit of aircraft (12) Aircraft flight preparation (13) Others (e.g. product audit for each line of process such as preflight check, weight and balance control, etc.) (14) Contracted and subcontracted activities					
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	- 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				



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	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				
5.1.3	Does the Operator adhere to the Quality Assurance System, Policy endorsed by the Accountable Manager, and Audit Programme described in the GMM?	- Air Operator Certificate Requirements Chapter 9 Item 30.1.3				
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. (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	- Air Operator Certificate Requirements Chapter 9 Item 30.2.2 - Air Operator Certificate Requirements Chapter 9 Item 30.2.1 - Air Operator Certificate Requirements Chapter 9 Item 30.1.4				



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	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.					
	5.3 Quality System - Contracted Maintenance					
5.3	For contracted maintenance organizations, does the Operator ensure the following: (1) The maintenance organisation is visited by the Operator's representatives at the inception of the agreement and periodically thereafter to verify maintenance standards are upheld. (2) Reports for all such visits or audits, available to CAAT upon request. (3) 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.	- Air Operator Certificate Requirements Chapter 9 Item 7.1.5 - Air Operator Certificate Requirements Chapter 9 Item 5.4 - Air Operator Certificate Requirements Chapter 9 Item 32.6				
	5.4 Quality System - Aircraft Flight Preparation					
5.4	Has the Operator established and implemented quality	- Air Operator Certificate Requirements				



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	assurance procedure to ensure that the aircraft flight 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.	Chapter 9 Item 22.5 - 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 29.4 - Air Operator Certificate Requirements				



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	<p>available at each location where aircraft are likely to require de-icing.</p> <p>(2) De-icing fluid mixtures are properly checked, stored, and identified according to suitable conditions.</p> <p>(3) Quality audits are conducted to ensure effective de-icing/anti-icing procedures specific to their aircraft type, ensuring subsequent safe operation.</p>	<p>Chapter 9 Item 29.3 - Air Operator Certificate Requirements</p> <p>Chapter 9 Item 29.2 - Air Operator Certificate Requirements</p> <p>Chapter 9 Item 29.1</p>				
5.6 Quality System - Refueling						
5.6	<p>Does the Operator ensure the following regarding fuel management:</p> <p>(1) Storage and delivery facilities comply with IATA fuel guidelines and dispensed fuel is fit for aircraft use.</p> <p>(2) Implementation of a fuel uplift sampling program to monitor fuel supplier quality performance and detect any history of contamination.</p> <p>(3) Adherence to a minimum frequency of fuel contamination checks, as acceptable to CAAT, at the point of uplift.</p> <p>(4) Arrangement of audits to ensure ongoing acceptability of fuel quality throughout operations.</p> <p>(5) Proper training of personnel engaged in refueling activities, including knowledge of fuel quality sampling.</p>	<p>- Air Operator Certificate Requirements Chapter 9 Item 20.3</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 20.4</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 20.2</p>				



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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 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	- ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัยฯ หมวด ๑ ข้อ ๘ - ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัยฯ หมวด ๑ ข้อ ๙ - ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัยฯ หมวด ๔ ข้อ ๑๕ - ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัยฯ หมวด ๑ ข้อ ๖ - ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัยฯ หมวด ๑ ข้อ ๕ - ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัยฯ หมวด ๓ ข้อ ๑๓ - Air Operator Certificate Requirements				



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	to reduce the risk to an acceptable level.	Chapter 12 Item 5.1 - Air Operator Certificate Requirements Chapter 12 Item 5.2 - Air Operator Certificate Requirements Chapter 12 Item 5.3 - Air Operator Certificate Requirements Chapter 5 Item 10.1 - Air Operator Certificate Requirements Chapter 2 Item 17.1 - Helicopter Operations Requirements 6.5.2 - Helicopter Operations Requirements 6.5.1 - Helicopter Operations Requirements 6.5.3				
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	- Air Operator Certificate Requirements				



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	<p>safety performance of the safety management system</p> <p>(1) Management of Change procedure are effectively implemented ensuring:</p> <p>(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.</p> <p>(b) Action plans for identified mitigations are properly established in response to risk exposure.</p> <p>(c) All identified mitigations are properly implemented before closing the Management of Change project</p> <p>(2) Essential safety information is effectively communicated to concerned personnel</p>	Chapter 5 Item 10.1				
6.1.4	<p>Identifies quality management system and emergency response planning</p> <p>(1) Lines of safety accountability throughout the Operator, including direct accountability for safety on the part of senior management are clearly defined.</p> <p>(2) Technical and maintenance personnel is aware of</p>	<p>- Air Operator Certificate Requirements Chapter 5 Item 10.3</p> <p>- Air Operator Certificate Requirements Chapter 5 Item 10.1</p>				



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	emergency response or contingency procedure established by the Operator.					
	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. (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.	- ข้อกำหนด กพท. ฉบับที่ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัย หมวด ๕ ข้อ ๑๖ - ข้อกำหนด กพท. ฉบับที่ ๓๒ การพิทักษ์ข้อมูลและสารสนเทศความปลอดภัย ข้อ 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: (1) where there are “facts and circumstances reasonably indicating that the occurrence may have been caused by an act or omission considered, in accordance with	- ข้อกำหนด กพท. ฉบับที่ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัย หมวด ๕ ข้อ ๑๖(๒) - ข้อกำหนด กพท. ฉบับที่ ๓๒ การพิทักษ์ข้อมูลและสารสนเทศความปลอดภัย ข้อ ๖				



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	national laws, to be conduct constituting gross negligence, willful misconduct or criminal activity" (2) when release of such data or information is "necessary for the proper administration of justice" (3) 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"					
6.2.3	Does the Operator, in case the Safety Data and Safety Information have to be released or disclosed under the principles of exception, protect and record the disclosure information which includes but not limited to: (1) The person or organization that receives the Safety Data and Safety Information (2) Date by which the information is requested (3) The purpose for which the information will be used (4) Reason and necessity for the disclosure (5) Notification to the parties related to the requested Safety Data and Safety Information (6) Disclosure consent of the parties related to the requested Safety Data and Safety Information (if any) (7) Date of disclosure approval (8) The authorized person who approves the disclosure	- ข้อกำหนด กพท. ฉบับ ๒๒ ว่าด้วยการรายงานเหตุการณ์ด้านความปลอดภัยฯ หมวด ๕ ข้อ ๑๖(๒) - ข้อกำหนด กพท. ฉบับที่ ๓๒ การพิทักษ์ข้อมูลและสารสนเทศความปลอดภัยฯ ข้อ ๗				



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7. General Maintenance Manual - GMM						
7.1	<p>Does the Operator ensure that:</p> <p>(1) The GMM describes all procedures required by applicable regulations, including engineering and maintenance arrangement procedures to support the Operator's operation</p> <p>(2) The GMM has been effectively periodically reviewed and is amended in accordance with approved procedure as necessary to ensure compliance with CAAT requirements and remains up-to-date to reflect the current approved operations.</p> <p>(3) For applicable indirect approval of the GMM, the GMM indirect approval procedure has been effectively implemented.</p> <p>(4) The GMM and subsequent amendments are submitted to CAAT for approval (direct approval) or notification (indirect approval).</p> <p>(5) Specific procedure is included in the GMM and approved prior to the commencement of any continuing airworthiness activity.</p> <p>(6) Copies of all amended GMM are furnished promptly to all concerned organizations / persons.</p>	<p>- ประกาศกรมฯ ข้อกำหนดในการจัดทำคู่มือการซ่อมบำรุงทั่วไป ข้อ ๓</p> <p>- Air Operator Certificate Requirements APPENDIX Y</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.1</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.11</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.10</p> <p>- Air Operator Certificate Requirements Chapter 13 Item 2</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.3</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.12</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.14</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.13</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 32.4</p>				



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		<ul style="list-style-type: none"> - Air Operator Certificate Requirements Chapter 12 Item 2.3 - Air Operator Certificate Requirements Chapter 12 Item 2.2 - Helicopter Operations Requirements 9.2 - Helicopter Operations Requirements 6.2.4 - Helicopter Operations Requirements 6.2.2 - Helicopter Operations Requirements 6.2.3 				
7.2	<p>In case there is an indirect approval procedure of airworthiness manuals (GMM, AMP, MEL, RPM, TPM, EDTO Manual, etc.), has the procedure properly implemented conforming AOCR Appendix Y:</p> <p>(1) The amendment of the manual is the correct class as specified in the procedure.</p> <p>(2) Indirect approval can be identified and distinguished from direct approval.</p> <p>(3) For MEL, flight operations and airworthiness are coordinated to each other.</p> <p>(4) All indirect approval are incorporated at the interval specified in the approved procedure.</p> <p>(5) Notification of indirect approval is made to the CAAT at least 10 calendar days before the effective date.</p> <p>(6) Notification is submitted with a completed manual</p>	<ul style="list-style-type: none"> - 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 				



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	inserted with indirect revision, along with support documents. (7) The procedure to stop utilising the published indirect approval when any fault revealed is properly practiced.					
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. (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	- Air Operator Certificate Requirements APPENDIX O.5.9.2 - Air Operator Certificate Requirements Chapter 5 Item 15.1 - Air Operator Certificate Requirements 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	- Air Operator Certificate Requirements Chapter 9 Item 2.1 - Air Operator Certificate Requirements				



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	<p>the GMM, they are submitted to the CAAT for approval of any changes:</p> <ul style="list-style-type: none"> (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 <p>(2) All documents referred in the GMM but are not provided in the GMM are listed in the List of Associated Documents with the approved eligible amendments conforming AOCR Appendix AF.</p> <p>(3) All associated documents meet the same rules as the GMM and do not refer to any foreign approval or other organisation's manual.</p> <p>(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.</p> <p>(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. All amendments outside the approved scope are approved by CAAT.</p> <p>(6) Indirect approval of all associated documents are</p>	APPENDIX AF				



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	<p>notified to the CAAT and submitted with copy of all such changes.</p> <p>(7) All associated documents are submitted for approval when the amendment is out of the approved scope of eligible amendments.</p>					
7.5	<p>Does the Operator ensure that the following proposal are notified to the CAAT before carry out such changes:</p> <p>(1) Change of Organisation Name</p> <p>(2) Change of postal address without any change of the actual site</p> <p>(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.)</p> <p>(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.)</p> <p>(5) Change of the Accountable Manager or nominated persons or Certificate of Maintenance Review (CMR) staff as required by the AOQR</p>	- Air Operator Certificate Requirements APPENDIX AF.2				



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	(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 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					
8.1	Does the Operator ensure that:	- ประกาศกรมฯ				



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	<p>(1) The MEL information is based on MMEL and contains all the contents required by regulations.</p> <p>(2) The statement in the MEL clearly states the aircraft commander's responsibility to ensure that the aircraft is in every way fit for the intended flight, and that he may apply a higher minimum standard if, in his opinion, it is necessary to do so in order to secure the safe operation of the aircraft.</p> <p>(3) Scope of the MEL reflects dispatch conditions associated with any granted specific approvals, different types of operations, when an aircraft has installed equipment which is not required for the operation conducted.</p> <p>(4) All defects affecting the safe operation of the aircraft are rectified within the limits prescribed by the approved minimum equipment list (MEL), configuration deviation list (CDL) or maintenance data, as appropriate.</p> <p>(5) The application of CDL, if provided by the manufacturer, takes account the aircraft types and variants operated, including procedures to be followed when an aircraft is being dispatched under the prescribed terms and conditions.</p> <p>(6) For indirect approval of the MEL, the procedure has</p>	<p>การรับรองรายการอุปกรณ์ขั้นต่ำที่ใช้งานได้ ข้อ ๔ - ประกาศกรมฯ</p> <p>การรับรองรายการอุปกรณ์ขั้นต่ำที่ใช้งานได้ ข้อ ๓ - Air Operator Certificate Requirements APPENDIX Y</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.14</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.13</p> <p>- Air Operator Certificate Requirements Chapter 2 Item 15.1</p> <p>- Air Operator Certificate Requirements Chapter 2 Item 41</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.12</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 10</p> <p>- Air Operator Certificate Requirements Chapter 2 Item 42</p> <p>- Air Operator Certificate Requirements APPENDIX J</p>				



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	<p>been properly established in the GMM and effectively implemented.</p> <p>(7) The MEL is amended to the applicable changes of the MMEL and remains up-to-date.</p> <p>(8) Either the list of non-safety-related equipment established in the MEL or effective decision making process is in place for failures that are not listed in the MEL.</p> <p>(9) When MEL application in cases where maintenance personnel is used, the procedures is clearly described.</p>					
8.2	<p>For the MEL-RIE, does the Operator ensure that:</p> <p>(1) Condition and application are in accordance with the principle prescribed in AOCR Appendix Z and approved procedures in the GMM.</p> <p>(2) The responsible personnel is competent to perform duties and responsibilities for preparing and controlling the extensions.</p> <p>(3) The required extension documents are submitted to the CAAT for approval or notification.</p> <p>(4) The copy of the approval is attached with the technical log entry.</p> <p>(5) Once the rectification is accomplished, the CAAT is notified.</p>	<p>- Air Operator Certificate Requirements Chapter 9 Item 2.7</p> <p>- Air Operator Certificate Requirements APPENDIX Z</p>				



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	<p>(6) The RIE records are retained at least 36 months.</p> <p>(7) In addition, for one-time extension:</p> <p>(7.1) The extension is authorised by the nominated competent personnel.</p> <p>(7.2) The authorised extension is documented and sent to CAAT with all related required documents.</p> <p>(7.3) The notification is made to CAAT as soon as possible but no later than 10 days after the extension is authorised.</p> <p>(7.4) The extension is assessed, authorised, controlled, and monitored in accordance with approved procedures.</p>					
	9. Maintenance Program					
9.1	<p>Does the Operator ensure that the Aircraft Maintenance Program (AMP):</p> <p>(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.)</p> <p>(2) Design and application observe Human Factors principles.</p> <p>(3) Reflects any specific approval granted for each aircraft managed.</p>	<p>- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๕</p> <p>- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๑๒</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 8.8</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 8.5</p> <p>- Air Operator Certificate Requirements</p>				



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	(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.	Chapter 9 Item 8.2 - Air Operator Certificate Requirements Chapter 9 Item 2.13 - Air Operator Certificate Requirements APPENDIX Y - Air Operator Certificate Requirements Chapter 9 Item 8.4 - Air Operator Certificate Requirements Chapter 9 Item 2.14 - Air Operator Certificate Requirements Chapter 9 Item 8.1 - Air Operator Certificate Requirements Chapter 9 Item 9.3 - Air Operator Certificate Requirements Chapter 9 Item 22.1 - Air Operator Certificate Requirements Chapter 12 Item 3 - Air Operator Certificate Requirements Chapter 9 Item 2.12 - Air Operator Certificate Requirements APPENDIX AE - Air Operator Certificate Requirements Chapter 13 Item 3				



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		- Air Operator Certificate Requirements Chapter 9 Item 8.10 - 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 service (7) In addition, for one-time variation:	- 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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No.	Subject	Reference	S	U	N/A	Comment
	<p>(7.1) The variation is authorised by the nominated competent personnel.</p> <p>(7.2) The authorised variation is documented and sent to CAAT with all related required documents.</p> <p>(7.3) The notification is made to CAAT as soon as possible but no later than 10 days after the extension is authorised.</p> <p>(7.4) The variation is assessed, authorised, controlled, and monitored in accordance with approved procedures.</p>					
9.3	<p>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:</p> <p>(1) Tasks due date control system.</p> <p>(2) Short term, mid-term and long-term planning.</p> <p>(3) Coordination with Contracted Maintenance Organizations to allocate maintenance events/slots and plan timely aircraft presentation, provide and track work package revisions, ensuring consistency and conformity with the Certificate of Release to Service, prevent flights if maintenance tasks are overdue, and liaise on</p>	<p>- Air Operator Certificate Requirements Chapter 9 Item 8</p> <p>- Air Operator Certificate Requirements Chapter 12 Item 1.4</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.1</p> <p>- Helicopter Operations Requirements 6.1.5</p>				



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	<p>maintenance contracts, agreements, and airworthiness matters affecting safe operation.</p> <p>(4) Re-scheduling of maintenance tasks not performed (deferred/carried-forward items).</p> <p>(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.</p>					
9.4	<p>Regarding weight and balance control program, does the Operator ensure that:</p> <p>(1) The mass and the CG position of all aircraft are established by actual weighing as required by applicable requirements.</p> <p>(2) The mass and balance statement reflects the current status of the aircraft.</p> <p>(3) The weighing is accomplished by the manufacturer of the aircraft or by an approved maintenance organisation, following instructions in approved data such as Aircraft Maintenance Data, Weight and Balance Manual, etc.</p> <p>(4) Precautions are taken consistent with good practices.</p> <p>(5) Any equipment used for weighing are properly calibrated, zeroed, and used in accordance with the</p>	<p>- ประกาศ กพท. หลักเกณฑ์ วิธีการ และระยะเวลาในการชั่งดุลอากาศยาน ข้อ ๖</p> <p>- ประกาศ กพท. หลักเกณฑ์ วิธีการ และระยะเวลาในการชั่งดุลอากาศยาน ข้อ ๕</p> <p>- ประกาศ กพท. หลักเกณฑ์ วิธีการ และระยะเวลาในการชั่งดุลอากาศยาน ข้อ ๗</p>				



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	<p>manufacturer's instructions. Each scale is calibrated either by the manufacturer, by a certified civil department of weights and measures or by an appropriately authorised organisation within required timeframe or within a time period defined by the manufacturer of the weighing equipment, whichever is the lesser. The equipment enables the mass of the aircraft to be established accurately and that the required weighing accuracy criteria are met.</p> <p>(6) The accumulated effects of modifications and repairs on the weight and balance are accounted for and properly documented.</p> <p>(7) 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.</p>					
9.5	<p>Regarding Maintenance Check Flight, does the Operator ensure that:</p> <p>(1) It is performed as required by:</p> <ul style="list-style-type: none"> • 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 	<p>- ประกาศกรมฯ ข้อกำหนดในการจัดทำคู่มือการซ่อมบำรุงทั่วไป ข้อ ๓ ส่วนที่ ๒.๑๒</p> <p>- ประกาศ กพท แผนบำรุงรักษาอากาศยานของผู้ได้รับ AOC ข้อ ๕(๑๐)(จ)</p>				



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Applicability:

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No.	Subject	Reference	S	U	N/A	Comment
	intermittent defect (e.g., landing gear indication faults). <ul style="list-style-type: none"> • 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.					
9.6	Regarding aircraft furnishings and cabin safety provisions, does the Operator ensure that: <ol style="list-style-type: none"> (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 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: <ol style="list-style-type: none"> (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 	- Air Operator Certificate Requirements Chapter 9 Item 26 - Air Operator Certificate Requirements Chapter 9 Item 25				



Checklist Number:

Checklist Name: Checklist for Base Audit

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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	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					
	10.1 Reliability Programme - 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	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ขอบภาคผนวก ค.1.1.4 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ขอบภาคผนวก ค.1.1.3				



Checklist Number:

Checklist Name: Checklist for Base Audit

Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	(1.2) The aircraft maintenance schedule includes condition monitored components	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘				
	(1.3) The aircraft maintenance schedule does not contain overhaul time periods for all significant system components	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.2				
	(1.4) When specified by the manufacturer's MPD or MRB report	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.1				
	(2) When the RPM is a separate manual, the applicable indirect approval procedure is properly established in the GMM and effectively implemented.	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.8				
	(3) The lines of authority and responsibility for management of overall reliability functions is clearly defined.	- Air Operator Certificate Requirements Chapter 13 Item 3.1(d)				
	(4) There are appropriately qualified personnel for the reliability programme (with appropriate engineering experience and understanding of reliability concept).	- Air Operator Certificate Requirements Chapter 9 Item 2.12				
	(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.	- Air Operator Certificate Requirements APPENDIX Y				
	(6) The program clearly describes the scope for aircraft systems, components and engines described in Maintenance Programme and General Maintenance	- Air Operator Certificate Requirements Chapter 9 Item 2.14 - Air Operator Certificate Requirements Chapter 9 Item 2.13 - Helicopter Operations Requirements 9.3.1(d)				



Checklist Number:

Checklist Name: Checklist for Base Audit
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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	Manual for each aircraft (or cross-reference).					
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 acceptable.	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘ - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ขอภาคผนวก ค.1.1.5.4.2 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ขอภาคผนวก ค.1.1.5.6 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ขอภาคผนวก ค.1.1.5.11				
	10.2 Reliability Programme - 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	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘				



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No.	Subject	Reference	S	U	N/A	Comment
	level. (2) Periodic review is provided to determine whether the established performance standard is still realistic or in need of adjustment.					
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 documentation. Example: Chronic aircraft system alerts, component removal alerts, delay and cancellation alerts.	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.10.1 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘ - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.6				
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	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘ - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.6				



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Checklist Name: Checklist for Base Audit
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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	<p>and investigated.</p> <p>(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.</p> <p>(3) Proper investigation, analysis, and corrective actions are taken for each occurring specific operational events with appropriate documentation.</p> <p>Example: In-flight shutdowns, air turnbacks/diversions, cancellations.</p>					
10.2.4	<p>For Trend-Based reliability program, does the Operator ensure that:</p> <p>(1) Data is prepared as a running graphical or tabular display of current performance.</p> <p>(2) Data is presented in trends with out-of-limits conditions.</p> <p>(3) Proper corrective action is effectively taken to mitigate any revealed undesirable trend.</p> <p>Example: EGT trends, fuel/oil/hydraulic fluid consumption, maximum continuous thrust margins for EDTO.</p>	<p>- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘</p> <p>- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.6</p>				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
10.2.5	<p>For Index-Based program, does the Operator ensure that:</p> <p>(1) The data is presented in composition of multiple data types which are correlated to a specific aircraft system/subsystem.</p> <p>(2) It produces a performance ranking relative to all systems/subsystems being monitored.</p> <p>Example: Ranking of worst-performing aircraft systems/subsystems, routine task findings, MEL management program effectiveness.</p>	<p>- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘</p> <p>- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.6</p>				
10.3 Reliability Programme - Visualization and Display						
10.3	<p>Regarding reliability report, does the Operator ensure that:</p> <p>(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.</p> <p>(2) The report and its format reflect the proper implementation and contain the contents as described in the Operator's reliability programme procedure.</p> <p>(2) It presents the review of Airframe, Propulsion, and Components reliability.</p>	<p>- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.9</p> <p>- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘</p> <p>- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.5</p> <p>- ประกาศกรมฯ ข้อกำหนดในการจัดทำคู่มือการซ่อมบำรุงทั่วไป ข้อ ๓ ส่วนที่ ๒.๘</p>				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	(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, AWO, SET-IMC, HEMS, etc.)	- Air Operator Certificate Requirements Chapter 13 Item 3.1(d) - Air Operator Certificate Requirements Chapter 2 Item 22.7(a) - Helicopter Operations Requirements 9.3.1(d)				
	10.4 Reliability Programme - Data Analysis and Optimization					
10.4	Regarding data analysis and optimisation, does the 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.	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.3 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อภาคผนวก ค.1.1.5.7 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๘ - Air Operator Certificate Requirements Chapter 9 Item 4.3				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	(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.					
	11.1 Personnel - General					
11.1	Regarding personnel, does the Operator ensure that: (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 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:	- Air Operator Certificate Requirements Chapter 9 Item 4.7 - Air Operator Certificate Requirements 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 APPENDIX AF.2.1.4 - Air Operator Certificate Requirements				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	(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. (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.	Chapter 9 Item 6.1.2 - Air Operator Certificate Requirements Chapter 9 Item 4.3				
	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	- Air Operator Certificate Requirements Chapter 9 Item 4.1 - Air Operator Certificate Requirements				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	<p>CAAT before commencement of work.</p> <p>(1.1) Head of Engineering - responsible for the management and supervision of continuing airworthiness activities</p> <p>(1.2) Head of Maintenance - responsible for the management and supervision of maintenance activities of the Operators (only required for maintenance under AOC provision)</p> <p>(1.3) Quality Manager for Maintenance - responsible for monitoring compliance with AOQR for aircraft continuing airworthiness and maintenance, and the adequacy of, procedures required to ensure airworthy aircraft, and this person is independent from the work they monitor</p> <p>(2) They are familiar with CAAT requirements, relevant regulations, and have adequate qualifications and experience for the duties concerned.</p> <p>(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.</p>	<p>Chapter 9 Item 4.2</p> <p>- Air Operator Certificate Requirements</p> <p>Chapter 1 Item 7.2</p> <p>- Air Operator Certificate Requirements</p> <p>Chapter 12 Item 1.3</p> <p>- Helicopter Operations Requirements 6.1.4</p>				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	(4) They ensure that all maintenance activities are controlled and carried out in accordance with the GMM.					
	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 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).	- Air Operator Certificate Requirements Chapter 9 Item 4.1 - Air Operator Certificate Requirements Chapter 9 Item 9 - Air Operator Certificate Requirements APPENDIX 1.1(f) - Air Operator Certificate Requirements Chapter 1 Item 7.2 - Air Operator Certificate Requirements Chapter 9 Item 4.6				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	<p>(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.</p> <p>(5) CMR staff meet qualification, training and experience requirements.</p> <p>(6) Withdrawal or suspension and restoration of the authorisation procedures are established and implemented.</p> <p>(7) The list of CMR staff (together with the authorisation identification number) is kept up-to-date.</p>					
	11.4 Personnel - Maintenance Personnel					
11.4.1	<p>For maintenance under AOC provision, regarding Certifying Staff (C/S), does the Operator ensure that:</p> <p>(1) All C/S are qualified and authorised with maintenance tasks equivalent to airframe rating with limitations.</p> <p>(2) Demonstration is provided for 6/24 months maintenance experience.</p> <p>(3) The C/S can show their AOC C/S individual authorisation document within 24 hours.</p> <p>(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</p>	<p>- Approved Maintenance Organisation Requirements 145.A.35</p> <p>- Approved Maintenance Organisation Requirements 145.A.30</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.3</p>				



Checklist Number:

Checklist Name: Checklist for Base Audit
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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	withdrawn. (5) The list of C/S is kept up-to-date with clear type rating and list of tasks which are authorised.					
11.4.2	<p>For maintenance under AOC provision, regarding Independent Inspection Staff, does the Operator ensure that:</p> <p>(1) Various types of 'inspector' personnel are addressed (e.g. aircraft inspector, engine inspector, store receiving inspector, etc.) and authorised with clear differentiation expecting for each different ratings in the scope of work (e.g. aircraft, engines).</p> <p>(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):</p> <ul style="list-style-type: none"> • 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) <p>(3) Each type of inspector meets experience, training, and competency requirements.</p>	<p>- Approved Maintenance Organisation Requirements 145.A.55</p> <p>- Approved Maintenance Organisation Requirements 145.A.30</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.3</p>				



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Checklist Name: Checklist for Base Audit

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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	(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.					
11.4.3	For maintenance under AOC provision, regarding Mechanics, does the Operator ensure that: (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.55 - Approved Maintenance Organisation Requirements 145.A.30 - Air Operator Certificate Requirements Chapter 9 Item 2.3				
12. Maintenance Training Program and Records						



Checklist Number:

Checklist Name: Checklist for Base Audit

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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
12.1	<p>Has the Operator established and implemented training programme to ensure that:</p> <p>(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, flight recording inspection staff, CMR staff, training staff, subcontracted staff, etc.).</p> <p>(2) The initial training requirements matches the qualification required for particular position/function to perform the work.</p> <p>(3) It contains continuation training (recurrent) with clear frequency and duration considering significant of changes that may occur during the operation of the organisation.</p> <p>(4) The competency and staff training needs are systematically assessed for each function.</p> <p>(5) It considers all specific approvals granted for each aircraft managed (EDTO, RVSM, MNPS, AWO, EFB, PBN, PBCS, SET-IMC, HEMS, etc.).</p> <p>(6) Each course provided with syllabus information which include formal instruction and practical experience, as appropriate to the nature of the course.</p> <p>(7) Records of training of personnel include any results of</p>	<p>- Air Operator Certificate Requirements Chapter 9 Item 4.7</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 6.2.4</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.12</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 6.2.6</p> <p>- Air Operator Certificate Requirements APPENDIX Y</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.14</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 4.3</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.13</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 6.2.7</p>				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	assessments or examinations. (8) When the TPM is a separate manual, the TPM indirect approval, as applicable, is properly implemented.					
12.2	Regarding training of personnel, does the Operator ensure that: (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	- 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 - Air Operator Certificate Requirements Chapter 9 Item 6.2.5 - 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				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	<p>maintain together with any relevant company procedures they are required to observe.</p> <p>(4) Personnel engaged in maintenance-related tasks receive continuation training covering any changes to the aircraft and its maintenance, taking into account the 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.</p> <p>(5) Personnel engaged in maintenance related tasks receive training in human factors.</p> <p>(6) Mechanics receive aircraft and systems familiarisation training on specific aircraft types and related maintenance practices.</p> <p>(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.</p>					
12.3	For maintenance under AOC provision, does the Operator	- Approved Maintenance Organisation				



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	<p>also ensure that:</p> <p>(1) The scope of training provided includes maintenance management personnel, personnel who completing and signing maintenance release, and other positions relating to maintenance activities of the organisation (mechanics, logistic and purchasing, storekeeper, training staff, subcontracted staff, etc.).</p> <p>(2) The scope of competency assessment is clear for initial, extension, or renewal of the authorisation, including:</p> <p style="padding-left: 20px;">(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).</p> <p style="padding-left: 20px;">(2.2) For quality auditor, it is clear for the scope of the auditor authorisation (e.g. system/procedures or product audit).</p> <p>(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.</p>	<p>Requirements 145.A.30</p> <p>- Air Operator Certificate Requirements</p> <p>Chapter 9 Item 2.3</p>				



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	<p>(4) The training program includes Safety Training (including HF) and promotion ensuring that:</p> <p>(4.1) All staff understand safety management principles, including Human Factors, relevant to their job.</p> <p>(4.2) All staff are familiar with the safety policy and internal safety reporting procedures and tools.</p> <p>(4.3) Staff with safety management responsibilities understand hazard identification, risk management, and safety performance monitoring processes.</p> <p>(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.</p> <p>(5) All personnel involved in the basic maintenance service of the Operator receives both initial and recurrent safety training, appropriate for their responsibilities.</p> <p>(6) Training is provided to management and staff at least:</p> <p>(6.1) During the initial implementation of safety management processes.</p> <p>(6.2) For all new staff or personnel recently assigned safety management-related tasks.</p> <p>(6.3) Regularly, to refresh knowledge and understand</p>					



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	<p>changes to the management system.</p> <p>(6.4) When changes in personnel affect safety management roles and related responsibilities.</p> <p>(6.5) When performing dedicated safety functions such as safety risk management, compliance monitoring, and internal investigations.</p> <p>(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 duration. Personnel recruited from another organization, including temporary staff, are assessed for the need for additional safety training.</p> <p>(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.</p>					
	13. Mandatory Continuing Airworthiness Information (MCAI)					
13.1	Regarding the Mandatory Continuing Airworthiness Information (MCAI) management, does the Operator ensure that:	- ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๕(๑๐)(ญ)				



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	<p>(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.</p> <p>(2) MCAI is obtained and analysed with priority of response (such as emergency AD).</p> <p>(3) MCAI is assessed for Effectivity, Applicability, Method of compliance selection, Maintenance and resource requirements and planning (special tools/kits, base maintenance event required).</p> <p>(4) MCAI information is properly prepared and provided to the maintenance organisation for accomplishment.</p> <p>(5) MCAI compliance is controlled and recorded into a status (e.g. N/A, Open, Accomplished, Repetitive).</p> <p>(6) Any repetitive MCAI task is incorporated into maintenance program.</p> <p>(7) Any incorporated approved AMoC to MCAI is documented.</p>	<p>- ประกาศกรมฯ คำสั่งสมควรวินอากาศ ข้อ 4</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 16.3</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 16.1</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 16.2(b)</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 16.4</p>				
	14. Modifications					
14.1	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.	<p>- Modifications and Repairs Approval Requirement Chapter 2.1.2.3.6</p> <p>- Modifications and Repairs Approval Requirement Chapter 2.1.4.2</p>				



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	(2) The record of Modification and Service Information compliance for each of aircraft can be recorded in Modification Records, Technical Records, or Log Books, at any time.	- Modifications and Repairs Approval Requirement Chapter 2.1.6.3 - ประกาศกรมฯ คำสั่งสมควรเดินอากาศ ข้อ 4				
	(3) All modifications incorporated into the aircraft meet the requirement for Modifications and Repairs Approval.	- Modifications and Repairs Approval Requirement Chapter 2.1.3.3.2 - ประกาศ กพท				
	(4) All alert service bulletin, mandatory/alert modification and service instructions are incorporated into the aircraft.	แผนบำรุงรักษาอากาศยานของผู้ได้รับ AOC ข้อ ๕(๑๐)(ข)				
	(5) All continued airworthiness information for modifications (whether major or minor) is integrated into the maintenance programme.	- Air Operator Certificate Requirements Chapter 12 Item 6				
	(6) Any issues related to CAAT approved modifications are reported to CAAT and the Design Organisation.	- Air Operator Certificate Requirements Chapter 9 Item 16.2				
	(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.	- Air Operator Certificate Requirements Chapter 9 Item 22.4 - Air Operator Certificate Requirements Chapter 9 Item 16.3				
	(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.	- Air Operator Certificate Requirements Chapter 9 Item 16.4 - Air Operator Certificate Requirements Chapter 9 Item 16.6 - Air Operator Certificate Requirements Chapter 9 Item 16.5 - Helicopter Operations Requirements 6.6				



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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, 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	- Modifications and Repairs Approval Requirement Chapter 3.1.3.2 - Modifications and Repairs Approval Requirement Chapter 3.1.3.1 - Modifications and Repairs Approval Requirement Chapter 3.1.1.3.2 - ประกาศ กพท แผนบำรุงรักษาอากาศยานของของผู้ได้รับ AOC ข้อ ๕(๑๐)(ข) - Air Operator Certificate Requirements Chapter 9 Item 24.3 - Air Operator Certificate Requirements Chapter 12 Item 6 - Air Operator Certificate Requirements Chapter 9 Item 24.2 - Air Operator Certificate Requirements Chapter 9 Item 16.2(b) - Air Operator Certificate Requirements Chapter 9 Item 24.5 - Helicopter Operations Requirements 6.6				
16.1 Defect Management						



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No.	Subject	Reference	S	U	N/A	Comment
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 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.	- 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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	<p>(6) Any defect not rectified before flight is deferred and recorded in aircraft technical log system, and controlled in accordance with approved procedures.</p> <p>(7) When applying MEL, unless specifically permitted by a maintenance procedure, an inoperative item is not removed from the aircraft.</p> <p>(8) Defects are assessed and properly classified (MEL/CDL, no-MEL items, non-safety related defects, repetitive defects, intermittent defects, etc).</p>					
16.1.2	<p>Does the Operator ensure for the controlling deferred defects that:</p> <p>(1) The deferral period reflects the defect's impact on airworthiness and safe operation.</p> <p>(2) All deferred defects and their rectification are communicated to flight crew before their arrival at the aircraft.</p> <p>(3) Deferred defects are reported with proper maintenance actions or procedural references (MEL, AMM, SRM, or other approved documents).</p> <p>(4) Limitation periods are applied according to established procedures.</p> <p>(5) The number and duration of deferred defects are minimized.</p>	<p>- Air Operator Certificate Requirements Chapter 9 Item 11</p> <p>- Air Operator Certificate Requirements APPENDIX O.5.9.2(b)</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 10.4</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 10.2</p>				



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	<p>(6) Deferred defects are transferred to worksheets during maintenance and re-entered if not actioned.</p> <p>(7) Cross-references in the Technical Log trace each deferred defect back to its original entry and record unrectified defects.</p> <p>(8) Necessary components or parts are ordered and fitted on a priority basis at the earliest opportunity.</p>					
16.1.3	<p>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:</p> <p>(1) CAAT</p> <p>(2) State of registry of the aircraft</p> <p>(3) State of Operator</p> <p>(4) Organisation responsible for the type design or supplemental type design of the aircraft including relevant component, modification, and repair</p>	<p>- Air Operator Certificate Requirements Chapter 12 Item 5.3</p> <p>- Air Operator Certificate Requirements Chapter 12 Item 5.2</p> <p>- Air Operator Certificate Requirements Chapter 13 Item 2(l)</p> <p>- Air Operator Certificate Requirements Chapter 12 Item 5.1</p> <p>- Air Operator Certificate Requirements Chapter 13 Item 2(f)</p> <p>- Air Operator Certificate Requirements Chapter 13 Item 2(e)</p> <p>- Helicopter Operations Requirements 9.2(f)</p> <p>- Helicopter Operations Requirements 6.5.1</p> <p>- Helicopter Operations Requirements 6.5.2</p> <p>- Helicopter Operations Requirements 9.2(e)</p>				



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		- Helicopter Operations Requirements 9.2(m)				
	16.2 Defect Management - Repetitive Defects					
16.2	For repetitive defect management, does the Operator ensure that: (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 8.8 - Air Operator Certificate Requirements Chapter 9 Item 12.2 - Air Operator Certificate Requirements Chapter 9 Item 12.1				
	17. Maintenance Certification / Maintenance Release					



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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 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	- Air Operator Certificate Requirements Chapter 12 Item 7 - Helicopter Operations Requirements 6.7				
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	- ประกาศ กพท. หนังสือรับรองความสมควรเดินอากาศของต่างประเทศ NCAAT on Acceptable Foreign Airworthiness Tag				



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	<p>licensed personnel as per approved procedures.</p> <p>(2) Issued subsequent to maintenance, preventive maintenance, rebuilding, or alteration.</p> <p>(3) Issued for maintenance on engines, propellers, or aircraft parts with CAAT Form 1 or equivalent</p>	<p>- ประกาศกรมฯ การบำรุงรักษา การบำรุงเชิงป้องกัน 51 1.6</p> <p>- Air Operator Certificate Requirements Chapter 12 Item 1.2</p> <p>- Air Operator Certificate Requirements Chapter 12 Item 7</p> <p>- Helicopter Operations Requirements 6.1.3</p> <p>- Helicopter Operations Requirements 6.7</p>				
17.3	<p>For maintenance under AOC provision, does the Operator ensure that:</p> <p>(1) The temporary fitting of an aircraft component without appropriate release certificate in AOG condition is NOT permitted.</p> <p>(2) The CRS in the case of one-off authorisation is NOT permitted.</p>	<p>- Approved Maintenance Organisation Requirements 145.A.35</p> <p>- Approved Maintenance Organisation Requirements 145.A.50</p> <p>- Approved Maintenance Organisation Requirements 145.A.48</p> <p>- Approved Maintenance Organisation Requirements 145.A.55</p> <p>- Approved Maintenance Organisation Requirements 145.A.30</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.3</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.2</p> <p>- Air Operator Certificate Requirements</p>				



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		Chapter 13 Item 2(a)2 - Air Operator Certificate Requirements Chapter 12 Item 7.3 - Air Operator Certificate Requirements Chapter 12 Item 7.2 - Helicopter Operations Requirements 9.2(a).2 - Helicopter Operations Requirements 6.7.3 - Helicopter Operations Requirements 6.7.2				
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	- 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.48 - Approved Maintenance Organisation Requirements 145.A.55 - Air Operator Certificate Requirements Chapter 12 Item 7.3 - Air Operator Certificate Requirements Chapter 12 Item 7.2 - Air Operator Certificate Requirements				



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	within component limitations as per approved data (e.g. deferred maintenance, need to perform a maintenance check flight).	Chapter 9 Item 2.3 - Air Operator Certificate Requirements Chapter 9 Item 2.2 - Air Operator Certificate Requirements Chapter 13 Item 2(a)2 - Helicopter Operations Requirements 6.7.3 - Helicopter Operations Requirements 6.7.2 - Helicopter Operations Requirements 9.2(a).2				
	18.1 Special Operations and Aircraft Performance Operating Limitations - General					
18.1	As applicable to any granted specific approvals (such as ETOPS/EDTO, ADS-B OUT, PBN, AWO, RVSM, MNPS, PBCS, CPDLC/ADS-C, EFB, ULR, etc.), does the Operator ensure that: (1) The aircraft and its equipment are approved, installed, and maintained in a manner approved by CAAT. (2) The airworthiness of aircraft is in accordance with the approved operating limitations and performance information contained in its flight manual, supplemented as necessary with other acceptable data including additional requirements mandated by CAAT.	- Air Operator Certificate Requirements Chapter 2 Item 24.3 - Air Operator Certificate Requirements Chapter 2 Item 29.2 - Helicopter Operations Requirements 3.2.3				
	18.2 Special Operations - AWO					



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18.2	<p>As applicable to CAT II / III operations (AWO), does the Operator ensure that the maintenance personnel and flight crew are aware of AWO validity control procedures as follows:</p> <p>(1) A list of the systems required to be fully serviceable in order to qualify the aircraft for CAT II or III operations</p> <p>(2) Control of the modification status of the equipment fitted in the required systems which are deemed to be 'sensitive' in terms of all-weather operations</p> <p>(3) Downgrading all weather capability from CAT III/II to CAT I in the event that an uncontrolled item of equipment is fitted or after any defect in an affected system or any event which results in disturbance of the system</p> <p>(4) Upgrading capability from CAT I to CAT II/III as appropriate when serviceability is proven, normally by performing a successful CAT II approach or CAT III landing in Category 1 weather conditions (standard landing)</p> <p>(5) The provision to inform the crew of the Category II/III status of the aircraft before the flight is begun</p> <p>(6) Suspension of all-weather classification when significant trend is revealed and responded from system reliability monitoring</p>	<p>- Air Operator Certificate Requirements Chapter 9 Item 21.1.3</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 21.1.2</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 21.1.1</p>				



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	18.3 Special Operations - ETOPS/EDTO					
18.3.1	As applicable to EDTO operations, has the Operator established and implemented assessment procedures to ensure: (1) Capabilities of the Operator (2) Overall reliability of the EDTO-approved aeroplane. (3) Reliability of each time limited system. (4) Relevant information from the aeroplane manufacturer and airworthiness certification for EDTO of the aeroplane type are considered. (5) EDTO maintenance program is considered. (6) Any other specific mitigation measures are considered.	- Air Operator Certificate Requirements Chapter 2 Item 22.7 - Air Operator Certificate Requirements Chapter 2 Item 22.4				
18.3.2	As applicable to EDTO operations, has the Operator established the maintenance programme of EDTO-approved aeroplane and ensure that: (1) Maintenance tasks related to EDTO are clearly specified and controlled. (2) Airworthiness certification for EDTO operation before the commencement of an ETOPS/EDTO flight are ensured. (3) Journey logbook is reviewed to ensure that the MEL, deferred defects, and maintenance checks are properly	- ประกาศ ขอ. เรื่อง การรับรองการปฏิบัติการบินแบบ (ETOPS) ข้อ 5.3				



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	followed and completed. (4) Reliability programme is implemented to ensure EDTO performance including the data collection and analysis of in-flight shutdown, diversions or turnback, uncommanded power changes or surges, inability to control the engine or obtain desired power, problems with systems critical to EDTO, and any other occurrences that may harm EDTO operation.					
18.3.3	As applicable to EDTO operations, has the Operator established and implemented the following procedures: (1) ETOPS/EDTO maintenance programme. (2) ETOPS/EDTO operation procedures. (3) Procedures and responsible persons in case of in-flight shut down, EDTO-significant system failure, or when test flight is required to satisfy the rectification of ETOPS/EDTO-related defects. (4) Procedure and responsible persons for manual amendment. (5) For indirect approval, the indirect approval procedure for EDTO manual has been properly established in the GMM and effectively implemented.	- 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 - Air Operator Certificate Requirements Chapter 2 Item 22.7(c) - ประกาศ ขอ. เรื่อง การรับรองการปฏิบัติการบินแบบ (ETOPS) ข้อ 5.4				
18.3.4	As applicable to EDTO operations, does the Operator establish the Oil Consumption Programme and ensure	- ประกาศ ขอ. เรื่อง การรับรองการปฏิบัติการบินแบบ (ETOPS) ข้อ 5.5				



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	that: (1) It is in accordance with aircraft manufacturer's recommendation. (2) It represents oil consumption trends for the station which has EDTO operations. (3) As applicable, it includes the monitoring of APU's oil consumption.					
18.3.5	As applicable to EDTO operations, has the Operator established and implemented the following procedures for Engine Condition/Performance Monitoring: (1) Engine parameter data collection and monitoring (intended to detect turbine engine deterioration at an early stage before safe operation is affected). (2) Engine data analysis. (3) Corrective action or preventive maintenance management.	- ประกาศ ขอ. เรื่อง การรับรองการปฏิบัติการบินแบบ (ETOPS) ข้อ 5.6				
18.3.6	As applicable to EDTO operations, does the Operator ensure the management of in-flight shutdown (IFSD) as follows: (1) Definition of IFSD is clearly provided and in line with ICAO's. (2) The 12-month average of IFSD rate is: (a) For up to and including 120-min EDTO, it is less	- Air Operator Certificate Requirements Chapter 2 Item 22.7 - ประกาศ ขอ. เรื่อง การรับรองการปฏิบัติการบินแบบ (ETOPS) ข้อ 5.7				



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	<p>than 0.05 per 1000 engine flight hour</p> <p>(b) Beyond 120-min up to and including 180-min EDTO, it is less than 0.03 per 1000 engine flight hour</p> <p>(c) Greater than 180-min (except 207-min in North Pacific), it is less than 0.02 per 1000 engine flight hour</p> <p>(3) Immediately report to CAAT when the in-flight shutdown rate is higher than the required rate.</p> <p>Note: For alert-based system, ensure that the alert level is set for all applicable EDTO's time limits (e.g. for 140-min EDTO, there should be 2 alert levels which are 0.03 and 0.05).</p>					
18.3.7	<p>As applicable to EDTO operations, does the Operator has training programme and competency assessment for maintenance personnel who involving EDTO operations:</p> <p>(1) Required competency is established for each position relating to EDTO operations as applicable.</p> <p>(2) Personnel competency is assessed/evaluated with clear method(s) and documented.</p> <p>(3) The competency assessment includes subcontracted personnel involved in the EDTO operations.</p>	- ประกาศ ขอ. เรื่อง การรับรองการปฏิบัติการบินแบบ (ETOPS) ข้อ 5.8				
18.3.8	<p>As applicable to EDTO operations, does the Operator establish and implement spare provisioning programme</p>	- ประกาศ ขอ. เรื่อง การรับรองการปฏิบัติการบินแบบ (ETOPS) ข้อ 5.9				



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	necessary for EDTO operations dispatching including: (1) Receiving inspection procedure for EDTO-part sourcing . (2) Ensuring EDTO-approved parts in accordance with OEM data (e.g. EDTO CMP - Configuration, Maintenance and Procedures) - Airframe-Engine Combination (AEC) is in accordance with ETOPS Type Design Approval - Spare parts sourced/installed are conform the EDTO Approval Status and EDTO Parts List (P/N is eligible for EDTO time limits)					
18.3.9	As applicable to EDTO operations, does the Operator ensure that the MEL: (1) Is established for EDTO operations in accordance with requirements. (2) Items related to EDTO are clearly identified and in accordance with MMEL and regulatory requirements.	- ประกาศกรมฯ การรับรองรายการอุปกรณ์ชิ้นตำ่าที่ใช้งานได้ ข้อ ๔(๘) - ประกาศ ขอ. เรื่อง การรับรองการปฏิบัติการบินแบบ (ETOPS) ข้อ 5.10				
18.4 Special Operations - RVSM						
18.4	As applicable to RVSM operations, does the Operator ensure that: (1) The aircraft meets requirement and is capable to conduct RVSM operation before each flight.	- Air Operator Certificate Requirements Chapter 11 Item 2.7(b) - Air Operator Certificate Requirements Chapter 9 Item 21.3.6				



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	(2) The aircraft is equipped with approved RVSM equipment and maintained in accordance with approved maintenance programme and manufacturer's maintenance requirements and procedures. (3) The vertical navigation performance capability of aeroplane meets the MASPS in AOCR Chapter 2 Item 24.4.3. (4) The maintenance and inspection programme is effective (no repetitive defects relating to RVSM, RVSM maintenance tasks are performed at the specified interval, no safety occurrence relating to RVSM operation). (5) The height-keeping performance reports from monitoring agencies or CAAT are received and immediate corrective action for aircraft is taken.	- Air Operator Certificate Requirements Chapter 11 Item 2.7(a) - Air Operator Certificate Requirements Chapter 11 Item 2.8 - Air Operator Certificate Requirements Chapter 11 Item 2.10 - Air Operator Certificate Requirements Chapter 9 Item 21.3.7 - Air Operator Certificate Requirements Chapter 2 Item 24.4.2 - Air Operator Certificate Requirements Chapter 9 Item 21.3.1				
18.5 Special Operations - MNPS						
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) The pre-flight procedures for any NAT MNPS operation includes a UTC time check and resynchronisation of the aircraft Master Clock.	- Air Operator Certificate Requirements Chapter 9 Item 21.4 - Air Operator Certificate Requirements Chapter 11 Item 2.5				



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	<p>(3) The aircraft is equipped with navigational equipments:</p> <p>(a) Two LRNSs where an LRNS may be:</p> <ul style="list-style-type: none"> - One INS - One GNSS; or - One navigation system using inputs from one or more IRS or any other sensor complying MNPS requirement <p>(b) Each LRNS is capable of providing the flight crew with a continuous indication of aircraft position relative to desired track.</p> <p>(c) The navigation system used for steering guidance should ideally be capable of being coupled to the autopilot</p> <p>(4) Relevant personnel is trained for MNPS procedures.</p>					
18.6 Special Operations - PBN						
18.6	<p>As applicable to PBN operations, does the Operator ensure that:</p> <p>(1) The aircraft is equipped, maintained, and complied with each applicable RNAV and RNP.</p> <p>(2) The navigation database is current and valid.</p> <p>(3) Relevant personnel is trained for PBN procedures.</p>	<ul style="list-style-type: none"> - Air Operator Certificate Requirements Chapter 9 Item 21.4.7 - Air Operator Certificate Requirements Chapter 9 Item 21.4.6 - Air Operator Certificate Requirements Chapter 11 Item 2.2 - Air Operator Certificate Requirements Chapter 11 Item 2.3 				



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No.	Subject	Reference	S	U	N/A	Comment
18.7 Special Operations - PBCS						
18.7.1	As applicable to PBC operations, does the Operator ensure that: (1) The aircraft is equipped with approved communication systems for PBC (e.g. CPDLC, ADS-C). (2) The aircraft is maintained and complied with applicable RCP including equipment specification. (3) Relevant personnel is trained for PBC procedures. (4) Service agreement between the Operator and the network service provider with the communication data meets the normal expectation of success probability (95-99.9%).	- Air Operator Certificate Requirements Chapter 9 Item 21.4.7 - Air Operator Certificate Requirements Chapter 11 Item 1.3 - Air Operator Certificate Requirements Chapter 9 Item 21.4.6 - Air Operator Certificate Requirements Chapter 11 Item 1.4 - Air Operator Certificate Requirements Chapter 11 Item 1.5				
18.7.2	As applicable to PBS operations, does the Operator ensure that: (1) The aircraft is equipped with approved surveillance systems for PBS (e.g. ADS-B). (2) The aircraft is maintained and complied with applicable RSP/RSUR. (3) Relevant personnel is trained for PBS procedures. (4) The surveillance system meets the normal expectation of success continuity (95-99.9%).	- Air Operator Certificate Requirements Chapter 9 Item 21.4.7 - Air Operator Certificate Requirements Chapter 9 Item 21.4.6 - Air Operator Certificate Requirements Chapter 11 Item 3.4 - Air Operator Certificate Requirements Chapter 11 Item 3.2 - Air Operator Certificate Requirements Chapter 11 Item 3.3				



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18.8 Special Operations - ADS-B						
18.8	As applicable to ADS-B operations, does the Operator ensure that: (1) The aircraft is equipped and maintained to comply with applicable ADS-B requirements. (2) The MEL reflect the functional requirements of the ADS-B system for the aircraft operating in ADS-B airspace.	- Air Operator Certificate Requirements Chapter 2 Item 39.3 - Air Operator Certificate Requirements Chapter 2 Item 39.4				
18.9 Special Operations - HEMS						
18.9	As applicable to helicopter's HEMS operations, does the Operator ensure that: (1) Engine usage monitoring system is properly implemented in accordance with the approved procedures. (2) Engine reliability and inflight shutdown (IFSD) rate are maintained to an acceptable level to CAAT - showing sudden power loss from the set of IFSD events not exceeding 1 per 100,000 engine hours in 5 years moving window (or not-exceeding 3 per 100,000 engine hours can also be accepted by CAAT after an assessment showing an improving trend). (3) Any loss of power control, engine shutdown (precautionary or otherwise) or engine failure for any	- Helicopter Operations Requirements D - Helicopter Operations Requirements 12				



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	cause (excluding simulation of engine failure during training) is reported to manufacturer. (4) The use of FADEC, partially, or in whole, as applicable, fulfils the requirement for recording and storing parameters in a usage monitoring system.					
	18.10 Special Operations - EFB					
18.10	As applicable to EFB operations, does the Operator ensure that: (1) The EFB equipment and its associated installation hardware, including interaction with aeroplane systems if applicable, meet the appropriate airworthiness certification requirements. (2) Personnel is trained, as applicable, for the use of the device, each EFB function, and its continuing airworthiness requirements.	- Air Operator Certificate Requirements Chapter 10 Item 25.2.1(b) - Air Operator Certificate Requirements Chapter 10 Item 25.3 - Helicopter Operations Requirements 4.17				
	18.11 Aircraft Performance Operating Limitations - SET-IMC					
18.11	As applicable to approved operations of SET-IMC, does the Operator ensure to meet standards and overall level of safety as required by AOCR Chapter 2 Item 29.10 and Appendix M for the following items: (1) The reliability of the turbine engine including proof of	- Air Operator Certificate Requirements APPENDIX M.8 - Air Operator Certificate Requirements Chapter 2 Item 29.10 - Air Operator Certificate Requirements				



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	<p>the achieved engine reliability of the Aeroplane Engine Combination (AEC).</p> <p>(2) The Operator's maintenance procedures which operator shall demonstrate a maintenance programme which is extended to address the equipment and systems for SET-IMC.</p> <p>(3) Equipment and other requirements (e.g. MEL modified to address the equipment and system necessary for SET-IMC, Event reporting) provided in accordance with AOCR Appendix M.</p> <p>(4) Automatic engine trend monitoring system.</p> <p>(5) Immediate evaluation is conducted when adverse trend is observed in consultation with the authority and the manufacturer with a view to determining actions to restore the intended safety level.</p> <p>(6) Parts control and verification program.</p>	<p>APPENDIX M.2 - Air Operator Certificate Requirements</p> <p>APPENDIX M.3 - Air Operator Certificate Requirements</p> <p>APPENDIX M.7 - Air Operator Certificate Requirements</p> <p>APPENDIX M.1 - Air Operator Certificate Requirements</p> <p>APPENDIX M.6 - Air Operator Certificate Requirements</p>				
19. Aircraft Instruments and Equipment						
19.1	As applicable, are the installed flight recorders (FDR/ADRS, CVR/CARS, AIR/AIRS, DLR/DLRS) able to record at least the duration and the information required by the regulations?	<p>- Air Operator Certificate Requirements Chapter 10 Item 3.4</p> <p>- Air Operator Certificate Requirements Chapter 10 Item 3.2</p> <p>- Air Operator Certificate Requirements APPENDIX V</p>				



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		<ul style="list-style-type: none"> - Air Operator Certificate Requirements Chapter 10 Item 3.1 - Air Operator Certificate Requirements Chapter 10 Item 3.3 - Helicopter Operations Requirements 4.3.2 - Helicopter Operations Requirements 4.3.1 - Helicopter Operations Requirements 4.3.3 - Helicopter Operations Requirements A 				
19.2	<p>Does the Operator ensure the continued serviceability of all installed flight recorders as follows:</p> <p>(1) Operational checks are regularly performed at required interval i.a.w. maintenance program.</p> <p>(2) Prior to the first flight of the day, the built-in test features for the flight recorders and flight data acquisition unit (FDAU), when installed, are monitored by manual and/or automatic checks.</p> <p>(3) It is installed with an aural or visual means for pre-flight checking that the flight recorder systems are operating properly.</p> <p>(4) The evaluation of recordings (readout) are conducted at the required interval:</p> <p style="padding-left: 20px;">(1) Every 1 year for FDR/ADRS, CVR/CARS, and AIR/AIRS</p>	<ul style="list-style-type: none"> - Air Operator Certificate Requirements APPENDIX V Item 7.1 - Air Operator Certificate Requirements Chapter 10 Item 3.5.3 - Air Operator Certificate Requirements APPENDIX V Item 1.10 - Air Operator Certificate Requirements APPENDIX V Item 7.2 - Air Operator Certificate Requirements APPENDIX V Item 1.4(b) - Helicopter Operations Requirements 4.3.4.3 - Helicopter Operations Requirements A.1.1.10 - Helicopter Operations Requirements A.3.1 - Helicopter Operations Requirements A.3.2 				



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	(2) Every 2 year for DLR/DLRS (5) All the tasks required to ensure the continued serviceability of the flight recorder system from continuing airworthiness information are performed.					
19.3	Does the Operator ensure that flight recording inspections are carried out as follows, as applicable: (1) The analysis is performed on the flight recorders' recorded data to ensure that the recorder operates correctly for the nominal duration of the recording. (2) The FDR/ADRs recording from a complete flight is examined in engineering units (ft, kt, degree, g, m. etc.) to evaluate the validity of all recorded parameters. (3) The readout facility has the necessary software to accurately convert the recorded values to engineering units and to determine the status of discrete signals. (4) An examination carried out by replay of the recorded signal on the CVR/CARS to ensure that all required signals meet intelligibility standards. (5) Where practicable, during the examination, a sample of in-flight recordings of the CVR/CARS is examined for evidence that the intelligibility of the signal is acceptable. (6) An examination carried out by replay of the recorded images on the AIR/AIRS is carried out to ensure that all	- Air Operator Certificate Requirements APPENDIX V Item 7.3 - Helicopter Operations Requirements A.3.3				



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	required images meet recording quality standards. (7) An examination carried out by replay of the recorded messages on the DLR/DLRS is carried out.					
19.4	Is the flight recorder system considered unserviceable when there is a significant period of poor-quality data, unintelligible signals, or if one or more of the mandatory parameters is not recorded correctly?	- Air Operator Certificate Requirements APPENDIX V Item 7.4 - Helicopter Operations Requirements A.3.4				
19.5	Are reports of the recording inspection made available on request to CAAT?	- Air Operator Certificate Requirements APPENDIX V Item 7.5 - Helicopter Operations Requirements A.3.5				
19.6	As applicable, has FDR system been calibrated: (1) For those parameters which have sensors dedicated only to the FDR and are not checked by other means, at least every 5 years or as specified by sensor manufacturer? (2) When the parameters of altitude and airspeed are provided by sensors that are dedicated to the FDR system, at least every 2 years or as specified by sensor manufacturer?	- Air Operator Certificate Requirements APPENDIX V Item 7.6 - Helicopter Operations Requirements A.3.6				
19.7	As applicable to FDR installation, does the Operator ensure that documentation concerning parameter allocation, conversion equations, periodic calibration, and	- Air Operator Certificate Requirements Chapter 2 Item 37.6 - Air Operator Certificate Requirements				



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	other serviceability/maintenance information have been maintained to be sufficient to ensure that accident investigation authorities have the necessary information to read out the data in engineering units?	APPENDIX V Item 2.3.2				
19.8	Does the Operator ensure that the flight recording inspection, whether it is carried out by the Operator themselves or contracted/sub-contracted, is in accordance with Appendix AG to ensure that the replay facility has procedures in place for: (1) Control of hardware and software used for readouts (correct, updated, maintenance, and backup) (2) Operating of replay equipment (use of equipment, data file checking, sample flight data assessing, report detailing and limitations) (3) Revision control of all flight recorder maintenance programme documents and related (list of documents, types of media used, storage and location, hardware/software version control, security and accessibility of flight recorder data) (4) Staff training (Basic knowledge, interpretation skill, use of hardware/software, reporting procedures, training methods, training records) (5) Retention of readout records or test reports	- Air Operator Certificate Requirements APPENDIX AG - Air Operator Certificate Requirements Chapter 9 Item 33				



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19.9	Does the Operator ensure that the applicable flight recording system meets the minimum performance (ED-112A and ED-155 or as recognised by ICAO) and the readout is in the following standards:	<ul style="list-style-type: none"> - Air Operator Certificate Requirements APPENDIX AG.2.8 - Air Operator Certificate Requirements APPENDIX AG.2.7 - Air Operator Certificate Requirements APPENDIX AG.2.6 - Air Operator Certificate Requirements APPENDIX AG.2.9 				
19.9.1	<p>Flight Data Recorder (FDR)</p> <p>(1) The readout organization has required equipment, competence personnel, and procedures in place to perform the FDR readout.</p> <p>(2) The continued serviceability of the FDR system is maintained and relevant records are retained.</p> <p>(3) The assessment is conducted to confirm that the quantity and quality of all data recovered from the FDR are correct for the data rate of the system and the recorder part number concerned.</p> <p>(4) The FDR readout reports contain, as a minimum, the information presented in Attachment 1 to AOCR Appendix AG.</p> <p>(5) The FDR readout results is assessed to determine the validation of the recorded data and its actual</p>	<ul style="list-style-type: none"> - Air Operator Certificate Requirements APPENDIX AG.2.6 				



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	<p>serviceability.</p> <p>(6) The FDR readout is analysed so that any anomaly found is investigated to determine their cause and take corrective action within the time period specified by relevant MMEL (start when FDR parameter defects are identified).</p> <p>(7) When this task is contracted/subcontracted, details are described in the GMM.</p>					
19.9.2	<p>Cockpit Voice Recorder (CVR)</p> <p>(1) The readout organization has required equipment, competence personnel, and procedures in place to perform the CVR readout.</p> <p>(2) The recording is played back in an area where the privacy and confidentiality of the recorded voices are assured.</p> <p>(3) The serviceability of the CVR system is assessed that recordings of adequate quality have been made on all channels for the test conditions, including, listening tests and proper signal recording level are confirmed.</p> <p>(4) The maintenance replay of the CVR can highlight any deficiencies and associated remedial actions.</p> <p>(5) The CVR recordings are assessed against a quality rating scale which are provided for reference in the</p>	- Air Operator Certificate Requirements APPENDIX AG.2.7				



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No.	Subject	Reference	S	U	N/A	Comment
	<p>recording inspection report.</p> <p>(7) The readout report is identified with the aircraft and flight concerned and confirmed that all input channels were identified for the various test conditions, including details of the audio quality and intelligibility notes, along with any other observations made from the recording.</p> <p>(8) The CVR readout reports contain the test results dedicated function associated to each channel evaluated and, as a minimum, the information presented in Attachment 2 to AO CR Appendix AG which contain a column for each channel of the recording to note the results.</p> <p>(9) CVR audio recording quality is considered as unacceptable when the information required by the regulations to be recorded by the CVR is unintelligible or inexplicably missing.</p> <p>(10) The CVR readout results is analysed so that troubleshooting then be performed to identify the appropriate corrective actions, and to ensure their effectiveness, a CVR audio quality check are subsequently performed.</p>					
19.9.3	<p>Airborne Image Recording (AIR)</p> <p>(1) The readout organization has required equipment,</p>	- Air Operator Certificate Requirements APPENDIX AG.2.8				



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	<p>competence personnel, and procedures in place to perform the AIR readout.</p> <p>(2) The replay equipment are located in a clean, quiet area which is sufficiently separated from other work areas to ensure the privacy of recordings. Access to the replay equipment are restricted to authorized personnel only.</p> <p>(3) Provision are made for the secure storage of AIR recording media and any copies made.</p> <p>(4) The recording are checked to confirm that the required input sources are connected to the AIR system and that the image quality is acceptable, and by ensuring that the resolution available is sufficient to meet the specified resolution requirements</p> <p>(5) The AIR readout report contain, as a minimum, the information presented in Attachment 3 to AOCR Appendix AG, in addition, it is annotated with brief comments on the replay image quality</p> <p>(6) Samples of an in-flight recording during selected flight phases are replayed and assessed for quality</p> <p>(7) An airborne flight crew-machine interface recording systems are considered unserviceable if the recording duration is less than required or if there is a period of poor quality images</p>					



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19.9.4	Data Link Recording (DLR) (1) The readout organization has required equipment, competence personnel, and procedures in place to perform the DLR readout. (2) Means are provided to retrieve and decode recorded messages obtained via a digital data link, and also to retrieve timing signals. (3) Proper recording of a data link message are verified and correlated to announcements recorded by the flight crew. (4) The spaces on the report are, as applicable, annotated with brief comments on the replay signal quality. (5) Samples of in-flight recording during selected flight phases are replayed and assessed for integrity. (6) Data link recorder systems are considered unserviceable if the recording duration is less than required, if one or more messages are corrupted or not recorded.	- Air Operator Certificate Requirements APPENDIX AG.2.9				
19.10	Does the Operator ensure that the installed ELT is capable of transmitting on 406 MHz, is registered and coded in accordance with the relevant provisions of ICAO Annex 10, Volume III:	- Air Operator Certificate Requirements Chapter 10 Item 17.7 - Helicopter Operations Requirements 4.7				



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	<p>(1) Able to transmit a programmed digital message which contains information related to the ELT and/or the aircraft on which it is carried.</p> <p>(2) All ELTs are coded with acceptable protocol. The digital message contains EITHER the transmitter serial number OR one of the following information elements:</p> <ul style="list-style-type: none"> (a) aircraft operating agency designator and a serial number (b) 24-bit aircraft address (c) aircraft nationality and registration marks <p>(3) The digital message contains a Country Code.</p> <p>(4) It is designed for operation with the COSPAS-SARSAT system and type approved.</p> <p>(5) All coded ELTs are registered with the appropriate authority (e.g. Search and Rescue Thailand)</p>					
19.11	<p>Regarding electronic navigation data, does the Operator ensure that:</p> <p>(1) Unaltered updated electronic navigation data (such as Navigation Database, GPWS/TAWS terrain/obstacle database) is distributed timely and inserted to all necessary aircraft.</p> <p>(2) Electronic navigation data products that have been processed for application in the air and on the ground</p>	<ul style="list-style-type: none"> - Air Operator Certificate Requirements Chapter 10 Item 15.2 - Air Operator Certificate Requirements Chapter 11 Item 5.2 - Air Operator Certificate Requirements Chapter 11 Item 5.1 - Helicopter Operations Requirements 5.5.2 - Helicopter Operations Requirements 5.5.1 				



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	and have delivered, met acceptable standards of integrity and that the products are compatible with the intended function of the existing equipment					
19.12	Regarding helicopter equipped with VHM for conducting CAT offshore operations in a hostile environment, does the Operator ensure that: (1) VHM system is capable of monitoring the status of critical rotor and rotor drive systems (2) A system has been established and implemented to: (a) Collect the data including system generated alerts (b) Analyze and determine component serviceability (c) Respond to detected incipient failures	- Helicopter Operations Requirements 4.15				
	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	- Air Operator Certificate Requirements				



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	<p>document information contains:</p> <p>(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.</p> <p>(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.</p> <p>(3) Details of any modifications which have to be incorporated during the check.</p> <p>(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.</p> <p>(5) As applicable, detailed procedures for engine runs, engine or propeller change, fuel flow tests, duplicate inspection of controls, landing gear retraction tests etc.</p> <p>(6) A list of outstanding deferred and carried forward defects.</p> <p>(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</p>	Chapter 9 Item 15.1				



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	inspections.					
20.3	Does the Operator ensure that all worksheets or cards are: (1) Readily identifiable with an issue number (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	- Air Operator Certificate Requirements Chapter 9 Item 15.3 - Air Operator Certificate Requirements 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	- Approved Maintenance Organisation Requirements 145.A.48 - Approved Maintenance Organisation Requirements 145.A.55 - Approved Maintenance Organisation Requirements 145.A.45 - Air Operator Certificate Requirements				



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	<p>applicable to the scope of work of the Operator) is in accordance with the approved procedures.</p> <p>(3) Maintenance documentation is completed in accordance with approved procedures.</p> <p>(4) Sign-off is carried out in accordance with established sign-off policy/procedures.</p> <p>(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).</p> <p>(6) Aircraft is released to service by authorised Certifying Staff.</p> <p>(7) Policy is in placed to ensure every maintenance task is signed-off only after completion.</p>	Chapter 9 Item 2.3				
20.5	<p>For maintenance under AOC provision, regarding notification of maintenance data inaccuracies and ambiguities, has the Operator established and implemented the following</p> <p>(1) Definitions of maintenance data ambiguities</p> <p>(2) Method of internal notification of maintenance data ambiguities</p> <p>(3) Method of external notification of maintenance data ambiguities to the authors of that data</p>	<p>- Approved Maintenance Organisation Requirements 145.A.45</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 2.3</p>				



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	<p>(4) Method of assessment and extraction of those ambiguities/inaccuracies to be reported under GMM Item 2.7.2(c) as mandatory reportable occurrences</p> <p>(5) Feedback to staff and implementation of TC Holder/Manufacturer corrections</p> <p>(6) Impact of the data ambiguity on the on-going maintenance task</p> <p>The authors may be any of the following:</p> <ul style="list-style-type: none"> • 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	<p>Does the Operator ensure to:</p> <p>(1) monitor and assess maintenance and operational experience with respect to continuing airworthiness</p> <p>(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:</p> <p>(a) the aircraft type certificate holder, or</p> <p>(b) in the case where information on faults,</p>	<p>- Air Operator Certificate Requirements Chapter 12 Item 5.2</p> <p>- Helicopter Operations Requirements 6.5.2</p>				



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	malfunctions, defects and other occurrences relates to an engine or propeller: <ul style="list-style-type: none"> - 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?	<ul style="list-style-type: none"> - 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) - Air Operator Certificate Requirements Chapter 13 Item 2(g) - Helicopter Operations Requirements 9.2(g) - Helicopter Operations Requirements 9.2(h) - Helicopter Operations Requirements 6.5.4 				
21.3	Does the Operator ensure that technical information assessment is established with priority of response so that significant airworthiness important matters are	<ul style="list-style-type: none"> - Air Operator Certificate Requirements Chapter 9 Item 16.3 				



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	assessed and responded promptly?					
21.4	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				
21.5	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: <ul style="list-style-type: none"> • Instructions for Continuing Airworthiness (ICAs) 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. 	- Air Operator Certificate Requirements Chapter 9 Item 17 - Air Operator Certificate Requirements Chapter 9 Item 16.5				



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	(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, 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	- Air Operator Certificate Requirements Chapter 9 Item 17 - Air Operator Certificate Requirements Chapter 5 Item 1.7				



Checklist Number:

Checklist Name: Checklist for Base Audit
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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	(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 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,	- Air Operator Certificate Requirements Chapter 9 Item 13				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	<p>e.g. by ATA Chapter or by aircraft type number so as to permit easy access to particular subjects.</p> <p>(5) The reference source of the information is identified.</p> <p>(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.</p> <p>(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.</p>					
	23. Maintenance Record Keeping					
23.1	<p>Has the Operator established and implemented Aircraft Continuing Airworthiness Record System for the following information:</p> <p>(1) Current mass and balance report/statement</p> <p>(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</p> <p>(3) Status of modifications and repairs</p>	<p>- Air Operator Certificate Requirements Chapter 13 Item 2(d)</p> <p>- Helicopter Operations Requirements 9.2(d)</p>				



Checklist Number:

Checklist Name: Checklist for Base Audit
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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	<p>(4) Status of compliance with aircraft maintenance program</p> <p>(5) Deferred maintenance tasks and deferred defects rectification</p> <p>(6) Status of life-limited parts and time-controlled components</p> <p>(7) Supporting detailed maintenance records (Release documents, copy of workcards, history records)</p> <p>(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.</p>					
23.2	<p>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:</p> <p>(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</p>	<p>- Air Operator Certificate Requirements Chapter 13 Item 2(d)</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 14.1</p> <p>- Helicopter Operations Requirements 9.2(d)</p>				



Checklist Number:

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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	<p>scheduled maintenance periods are adhered to.</p> <p>(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.</p> <p>(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.</p> <p>(4) Records required by the CAAT are maintained.</p>					
23.3	<p>Does the Operator ensure that the following records are kept for the specified minimum period after the aircraft has been permanently withdrawn from service:</p> <p>(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).</p> <p>(2) The current status of compliance with all mandatory continuing airworthiness information (kept for 90 days).</p> <p>(3) Appropriate details of modifications and repairs to the</p>	<p>- Approved Maintenance Organisation Requirements 145.A.55</p> <p>- Air Operator Certificate Requirements Chapter 9 Item 15.5</p> <p>- Air Operator Certificate Requirements Chapter 12 Item 4.1</p> <p>- Air Operator Certificate Requirements Chapter 12 Item 4.2</p> <p>- Air Operator Certificate Requirements</p>				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	<p>aircraft and its major components (kept for 90 days).</p> <p>(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).</p> <p>(5) The current status of the aircraft's compliance with the approved maintenance programme (kept for 90 days).</p> <p>(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).</p> <p>(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).</p>	<p>Chapter 9 Item 2.3</p> <p>- Helicopter Operations Requirements 6.4.1</p> <p>- Helicopter Operations Requirements 6.4.2</p>				
23.4	<p>Does the Operator ensure that:</p> <p>(1) In the event of a temporary change of operator, the records are made available to the new operator.</p> <p>(2) In the event of any permanent change of operator, the records are transferred to the new operator.</p>	<p>- Air Operator Certificate Requirements Chapter 12 Item 4.3</p> <p>- Air Operator Certificate Requirements Chapter 12 Item 4.4</p> <p>- Helicopter Operations Requirements 6.4.4</p>				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	(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.	- Helicopter Operations Requirements 6.4.3				
23.5	Regarding the storage and preservation of records, does the Operator ensure that: (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 14.2 - 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	- Air Operator Certificate Requirements				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	stored in such a way as to facilitate auditing?	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 authorised signatory?	- พระราชบัญญัติการเดินอากาศ พ.ศ. ๒๕๕๗ มาตรา ๔๑/๘๐				
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	- 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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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	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 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]	- Air Operator Certificate Requirements Chapter 9 Item 18.6				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	Has the Operator established and implemented procedure to ensure that every spare is stored, at all times and locations, in accordance with its manufacturer's instructions and in such a manner such that it remains airworthy and fit for use when required?					
25.2	Has the Operator established and implemented storage procedure to ensure that: (1) The return-to-store items issued for use but not needed, especially where the item has been installed in the aircraft and subsequently removed and the removal of components from completed assemblies are controlled and identified. (2) Spares having a limited allowable shelf life, including materials and consumable products, are identified and controlled. (3) Stores references or batch numbers are recorded on worksheets, cards or technical log pages so as to facilitate subsequent tracing of the associated part to source. (4) Management procedures and conditions of storage are reviewed regularly to ensure that satisfactory standards are being implemented.	- Air Operator Certificate Requirements Chapter 9 Item 18.6				
25.3	Does the Operator ensure that all spares, tools, equipment, and parts to be used comply with Repair	- Approved Maintenance Organisation Requirements 145.A.40				



Checklist Number:

Checklist Name: Checklist for Base Audit

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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	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) (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)	- Approved Maintenance Organisation Requirements 145.A.205 - Approved Maintenance Organisation Requirements 145.A.25 - Approved Maintenance Organisation Requirements 145.A.42 - Air Operator Certificate Requirements Chapter 9 Item 3.2 - Air Operator Certificate Requirements Chapter 9 Item 18.7 - Air Operator Certificate Requirements Chapter 9 Item 2.3				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	(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					
25.4	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 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.	- 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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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
25.5	Does the Operator ensure that all engines, propellers or aircraft parts to be installed are released with CAAT Form-1 (or equivalent)?	- ประกาศ กพท. 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 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	- 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 1.2 - Air Operator Certificate Requirements Chapter 12 Item 1.1(c) - Air Operator Certificate Requirements APPENDIX O.5.12 - Air Operator Certificate Requirements Chapter 2 Item 41.1 - Air Operator Certificate Requirements				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	AOC i.a.w. approved GMM, and CAAT Form 1 or equivalent for components) with proper maintenance release.	Chapter 13 Item 2(c) - Air Operator Certificate Requirements Chapter 12 Item 1.4 - Air Operator Certificate Requirements Chapter 9 Item 22 - Helicopter Operations Requirements 6.1.3 - Helicopter Operations Requirements 9.2(k) - Helicopter Operations Requirements 9.2(c) - Helicopter Operations Requirements 6.1.5				
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 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 technical pages contain the format in accordance with the approved GMM. (5) Deferred defects are: (a) Transferred to a new deferred defect record	- ประกาศกรมฯ การบำรุงรักษา การบำรุงเชิงป้องกัน 51 1.12(ก) - RCAB 5 on Journey Log Book RCAB 5 - Air Operator Certificate Requirements Chapter 9 Item 27 - Air Operator Certificate Requirements Chapter 9 Item 11 - Air Operator Certificate Requirements Chapter 9 Item 22.1 - Air Operator Certificate Requirements Chapter 12 Item 7 - Air Operator Certificate Requirements Chapter 9 Item 24 - Helicopter Operations Requirements 6.7				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	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.					
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 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.	- Air Operator Certificate Requirements Chapter 9 Item 23				
27. Base Operation - Aircraft Flight Preparation						



Checklist Number:

Checklist Name: Checklist for Base Audit

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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
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 APPENDIX O.5.9.2 - 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				
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) (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	- Air Operator Certificate Requirements Chapter 9 Item 3.1 - Air Operator Certificate Requirements Chapter 9 Item 22.5 - 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				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	<p>secured.</p> <p>(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.</p> <p>(6) Control surface and landing gear locks, restraint devices and blanks are properly removed for flight.</p> <p>(7) Defects are properly recorded and rectified/deferred in accordance with approved data.</p> <p>(8) The aircraft external damages (aircraft structure, engine, propeller) are recorded and kept on board the aircraft.</p> <p>(9) The aircraft is serviced and inspected as required by the AMP.</p> <p>(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.</p> <p>(11) Engineering and maintenance support (i.e. the personnel, accommodation, equipment and facilities, organisations, procedures and documentation) is arranged to a satisfactory standard</p>					
27.3	Regarding the pre-flight inspection, does the Operator ensure that:	- Air Operator Certificate Requirements Chapter 12 Item 1.1				



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Applicability:

Location: Date:

No.	Subject	Reference	S	U	N/A	Comment
	(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 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.	- Helicopter Operations Requirements 6.1.2				



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Applicability:

Location: Date:

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: