

GENERAL CHECKLIST INFORMATION	
Number	-09
Name	Compliance
Description	
Possible Answers	IOSA Audit Result

CHECKLIST ITEMS BY SECTION

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Checklist Item Number	Checklist Item Description	Reference
1.0	General	
1	Does organization have procedure describing how changes not requiring prior approval will be managed and notified to TKA?	EASA.ORA.GEN.115
2	In case of organization wishes to use an alternative means of compliance, it shall, prior to implementing it, provide the competent authority with a full description of the alternative means of compliance. The description shall include any revisions to manuals or procedures that may be relevant.	EASA.ORA.GEN.120
2.1	When organization use alternative means of compliance is risk assessment performed?	AMC1 EASA.ORA.GEN.120(a)
3	Are organization changes, which require prior approval, made only after TKA approval?	EASA.ORA.GEN.130
3.1	Are changes, not requiring prior approval, managed and notified to the competent authority?	EASA.ORA.GEN.130
3.2	(a) Is application for the amendment of an organization certificate submitted at least 30 days before the date of the intended changes? (b) In the case of a planned change of a nominated person, the organization should inform the competent authority at least 10 days before the date of the proposed change. (c) Are unforeseen changes notified at the earliest opportunity?	AMC1 EASA.ORA.GEN.130
3.3	Are changes requiring and not requiring prior TKA approval described?	GM1 EASA.ORA.GEN.130(a)
4	Does organization grant access to any facility, aircraft, document, records, data, procedures or any other material relevant to its activity subject to certification, whether it is contracted or not, to competent authority?	EASA.ORA.GEN.140
5	(a) Are safety measures to safety problem mandated by the competent authority implemented immediately? (b) Does any relevant mandatory safety information issued by the Agency, including airworthiness directives implemented immediately?	EASA.ORA.GEN.155
6.0	Does the organisation establish and maintain an occurrence-reporting system, including mandatory and voluntary reporting?	EASA.ORA.GEN.160
6.1.1	Does organization report to the competent authority, any accident, serious incident and occurrence?	EASA.ORA.GEN.160
6.1	Does the organization report to the competent authority and to the organization responsible for the design of the aircraft any incident, malfunction, technical defect, exceeding of technical limitations and any occurrence that would highlight inaccurate incomplete or ambiguous information contained in the operational suitability data?	EASA.ORA.GEN.160
6.2	Does the organization reports as soon as practicable, but in any case within 72 hours?	EASA.ORA.GEN.160
6.3	Does the organization produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future?	EASA.ORA.GEN.160
6.4	Does the organization report volcanic ash clouds encountered during flight?	AMC1 EASA.ORA.GEN.160
7.1	Does the organization establish, implement and maintain a management system that includes clearly defined lines of responsibility and accountability throughout the organization, including a direct safety accountability of the accountable manager?	EASA.ORA.GEN.200
7.1.1.	Does the organization establish a description of the overall philosophies and principles of the organization with regard to safety, referred to as the safety policy?	EASA.ORA.GEN.200
7.1.2.	Does the organization establish the identification of aviation safety hazards entailed by the activities of the organization, their evaluation and the management of associated risks, including taking actions to mitigate the risk and verify their effectiveness?	EASA.ORA.GEN.200
7.1.3.	Does the organization maintain personnel trained and competent to perform their tasks?	EASA.ORA.GEN.200
7.1.4.	Does the organization establish documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending this documentation?	EASA.ORA.GEN.200
7.1.5.	Does the organization establish a function to monitor compliance of the organization with the relevant requirements? Compliance monitoring shall include a feedback system of findings to	EASA.ORA.GEN.200

	the accountable manager.	
7.2.	Does the management system correspond to the size of the organization and the nature and complexity of its activities, taking into account the hazards and associated risks inherent in these activities?	EASA.ORA.GEN.200
7.3.	In an organization providing training only for the LAPL, PPL, SPL or BPL and the associated ratings or certificates, safety risk management and compliance monitoring shall be performed at least once every calendar year.	EASA.ORA.GEN.200
7.3.1.	Is the competent authority notified about the results of this review (stated in 7.3) by the organization without undue delay?	EASA.ORA.GEN.200
8.0.	Safety Manager	
8	Does the safety manager act as the focal point and is responsible for the development, administration and maintenance of an effective safety management system?	AMC1 EASA.ORA.GEN.200(a)(1)
9	Does safety manager perform functions listed in AMC1 ORA.GEN.200(a)(1)(2)?	AMC1 EASA.ORA.GEN.200(a)(1)
10	Safety Review board	
10.1.	Is Safety review board high level committee that consider matters of strategic safety in support of the accountable manager's safety accountability?	AMC1 EASA.ORA.GEN.200(a)(1)
10.2.	Is safety review board chaired by the accountable manager and composed of heads of functional areas?	AMC1 EASA.ORA.GEN.200(a)(1)
10.3.	Does the safety review board monitor: (i) safety performance against the safety policy and objectives; (ii) that any safety action is taken in a timely manner; and (iii) the effectiveness of the organization's safety management processes?	AMC1 EASA.ORA.GEN.200(a)(1)
10.4.	Does safety review board ensure that appropriate resources are allocated to achieve the established safety performance?	AMC1 EASA.ORA.GEN.200(a)(1)
11	Safety Action Group	
11.1.	Does the safety action group report to and take strategic direction from the safety review board and comprised of managers, supervisors and personnel from operational areas?	GM2 EASA.ORA.GEN.200(a)(1)
11.2.	Does the safety action group: (1) monitor operational safety (2) resolve identified risks; (3) assess the impact on safety of operational changes; and (4) ensure that safety actions are implemented within agreed timescales	GM2 EASA.ORA.GEN.200(a)(1)
11.3.	Does the safety action group review the effectiveness of previous safety recommendations and safety promotion?	GM2 EASA.ORA.GEN.200(a)(1)
12	Safety Policy	
12.1.	Is safety policy: (1) endorsed by the accountable manager (2) reflect organizational commitments regarding safety and its proactive and systematic management; (3) communicated, with visible endorsement, throughout the organization; and (4) include safety reporting principles?	AMC1 EASA.ORA.GEN.200(a)(2)
12.2.	Does the safety policy include a commitment: (1) to improve towards the highest safety standards; (2) to comply with all applicable legislation, meet all applicable standards and consider best practices; (3) to provide appropriate resources; (4) to enforce safety as one primary responsibility of all managers; and (5) not to blame someone for reporting something which would not have been otherwise detected?	AMC1 EASA.ORA.GEN.200(a)(2)
12.3.	Does senior management: (1) continually promote the safety policy to all personnel and demonstrate their commitment to it; (2) provide necessary human and financial resources for its implementation; and (3) establish safety objectives and performance standards?	AMC1 EASA.ORA.GEN.200(a)(2)
12.4.	Does the safety policy state that the purpose of safety reporting and internal investigations is to improve safety, not to apportion blame to individuals?	GM1 EASA.ORA.GEN.200(a)(2)
13.	Safety Risk Management	
13.1.	Are reactive and proactive schemes for hazard identification the formal means of collecting, recording, analyzing, acting on and generating feedback about hazards and the associated risks that affect the safety of the operational activities of the organization?	AMC1 EASA.ORA.GEN.200(a)(3)
13.1.1.	Are all reporting systems, including confidential reporting schemes, include an effective feedback process?	AMC1 EASA.ORA.GEN.200(a)(3)
13.2.	Is a formal risk management process developed and maintained that ensures analysis (in terms of likelihood and severity of occurrence), assessment (in terms of tolerability) and control (in terms of mitigation) of risks to an acceptable level?	AMC1 EASA.ORA.GEN.200(a)(3)
13.2.1.	Are levels of management who have the authority to make decisions regarding the tolerability of	AMC1

	safety risks specified?	EASA.ORA.GEN.200(a)(3)
13.3.	Does the scope of internal safety investigations extend beyond the scope of occurrences required to be reported to the competent authority?	AMC1 EASA.ORA.GEN.200(a)(3)
13.4.	Does safety performance monitoring and measurement process include: (i) safety reporting; (ii) safety studies, that is, rather large analyses encompassing broad safety concerns; (iii) safety reviews including trends reviews, which would be conducted during introduction and deployment of new technologies, change or implementation of procedures, or in situations of structural change in operations? (iv) safety audits focusing on the integrity of the organization's management system, and periodically assessing the status of safety risk controls; and (v) safety surveys, examining particular elements or procedures of a specific operation, such as problem areas or bottlenecks in daily operations, perceptions and opinions of operational personnel and areas of dissent or confusion?	AMC1 EASA.ORA.GEN.200(a)(3)
13.5.	Does the organization manage safety risks related to a change?	AMC1 EASA.ORA.GEN.200(a)(3)
13.6.	Does the organization continuously seek to improve its safety performance? Continuous improvement should be achieved through: (1) proactive and reactive evaluations of facilities, equipment, documentation and procedures through safety audits and surveys; (2) proactive evaluation of individuals' performance to verify the fulfilment of their safety responsibilities; and (3) reactive evaluations in order to verify the effectiveness of the system for control and mitigation of risk.	AMC1 EASA.ORA.GEN.200(a)(3)
13.7.	Does the ERP reflect the size, nature and complexity of the activities performed by the organization?	AMC1 EASA.ORA.GEN.200(a)(3)
13.7.1.	Does the ERP ensure?: (i) an orderly and safe transition from normal to emergency operations; (ii) safe continuation of operations or return to normal operations as soon as practicable; and (iii) coordination with the emergency response plans of other organisations, where appropriate.	AMC1 EASA.ORA.GEN.200(a)(3)
13.8.	Is the importance of internal occurrence reporting scheme described as stated in GM1 ORA.GEN.200(a)(3)?	GM1 EASA.ORA.GEN.200(a)(3)
14.	Are procedures of flight operations with known or forecasted volcanic ash contamination described as stated in GM3 ORA.GEN.200(a)(3)?	GM3 EASA.ORA.GEN.200(a)(3)
15.	TRAINING AND COMMUNICATION ON SAFETY	
15.1.	Do all personnel receive safety training as appropriate for their safety responsibilities? Do adequate records of all safety training provided is kept?	AMC1 EASA.ORA.GEN.200(a)(4)
15.2.	Does the organization establish communication about safety matters that: (i) ensures that all personnel are aware of the safety management activities as appropriate for their safety responsibilities; (ii) conveys safety critical information, especially relating to assessed risks and analysed hazards; (iii) explains why particular actions are taken; and (iv) explains why safety procedures are introduced or changed.	AMC1 EASA.ORA.GEN.200(a)(4)
16.	ORGANISATION'S MANAGEMENT SYSTEM DOCUMENTATION	
16.1.	Does the organisation's management system documentation include the following information?: (1) a statement signed by the accountable manager to confirm that the organisation will continuously work in accordance with the applicable requirements and the organisation's documentation; (2) the organisation's scope of activities; (3) the titles and names of persons of the post holders. (4) an organisation chart showing the lines of responsibility between the post holders. (5) a general description and location of the facilities referred to in ORA.GEN.215; (6) procedures specifying how the organisation ensures compliance with the applicable requirements; (7) the amendment procedure for the organisation's management system documentation.	AMC EASA.ORA.GEN.200(a)(5) AMC1#1
18	COMPLIANCE MONITORING	
18.1.	Does the organization specify the basic structure of the compliance monitoring function applicable to the activities conducted?	AMC1 EASA.ORA.GEN.200(a)(6)
18.2.	Is the compliance monitoring function structured according to the size of the organization and the complexity of the activities to be monitored?	AMC1 EASA.ORA.GEN.200(a)(6)
18.3.	Does the organisations monitor compliance in terms of?: (1) privileges of the organisation; (2) manuals, logs, and records; (3) training standards; (4) management system procedures and manuals	AMC1 EASA.ORA.GEN.200(a)(6)
18.4.	Is the compliance monitoring manager responsible for ensuring that the compliance monitoring program is properly implemented, maintained and continually reviewed and improved?	AMC1 EASA.ORA.GEN.200(a)(6)

18.5.	Is CMM able to demonstrate relevant knowledge, background and appropriate experience related to the activities of the organization; including knowledge and experience in compliance monitoring?	AMC1 EASA.ORA.GEN.200(a)(6)
18.6.	Is compliance monitoring function performed by independent personnel?	AMC1 EASA.ORA.GEN.200(a)(6)
18.7.	Does the compliance monitoring program, reflecting: (A) schedule of the monitoring program; (B) audit procedures; (C) reporting procedures; (D) follow-up and corrective action procedures; and (E) recording system?	AMC1 EASA.ORA.GEN.200(a)(6)
18.8.	Does the ATO monitor compliance with the training and operations manuals they have designed by monitoring the following: (1) training procedures; (2) flight safety; (3) flight and duty time limitations, rest requirements and scheduling; (4) aircraft maintenance/operations interface?	GM2 EASA.ORA.GEN.200(a)(6)
19.1.	When contracting, does the organization ensure that any part of its activity, the contracted or purchased service or product conforms to the applicable requirements.	EASA.ORA.GEN.205
19.2.	Does the organization ensure that the contracted organization has the necessary authorization or approval when required, and commands the resources and competence to undertake the task?	AMC1 EASA.ORA.GEN.205
19.3.	Does the organization's compliance monitoring check that the approval effectively covers the contracted activities and that it is still valid?	GM1 EASA.ORA.GEN.205
20.0.	Does the organization ensure that all personnel are aware of the rules and procedures relevant to the exercise of their duties?	EASA.ORA.GEN.210
21.	The organization shall have facilities allowing the performance and management of all planned tasks and activities in accordance with the AMC1 ORA.GEN.215 and AMC2 ORA.GEN.215?	AMC1 EASA.ORA.GEN.215
22	Record-keeping	
22.1.	Does the organization establish a system of record-keeping that allows adequate storage and reliable traceability of all activities developed?	EASA.ORA.GEN.220
22.1.1.	Is format of the records specified in the organisation's procedures?	EASA.ORA.GEN.220
22.2.	Are records stored in a manner that ensures protection from damage, alteration and theft?	EASA.ORA.GEN.220
22.3.	Does the record-keeping system ensure that all records are accessible whenever needed within a reasonable time?	AMC1 EASA.ORA.GEN.220(b)
22.4.	Are records kept in paper form or in electronic format or a combination of both?	AMC1 EASA.ORA.GEN.220(b)
22.5.	Do computer systems have at least one backup system which should be updated within 24 hours of any new entry?	AMC1 EASA.ORA.GEN.220(b)
22.6.	Do computer systems include safeguards against the ability of unauthorized personnel to alter the data?	AMC1 EASA.ORA.GEN.220(b)
22.7.	Do all computer hardware used to ensure data backup stored in a different location from that containing the working data and in an environment that ensures they remain in good condition?	AMC1 EASA.ORA.GEN.220(b)
22.8.	Are all ATO records being kept for a minimum period of 5 years?	AMC1 EASA.ORA.GEN.220(b)
23.0.	Does applicants for the issue of a certificate as an approved training organisation (ATO) provide the competent authority with all documents listed in ORA.ATO.105?	EASA.ORA.ATO.105
24.0.	(HT) Head of training	
24.1.	Does HT have extensive experience as an instructor in the areas relevant for the training provided by the ATO and possess sound managerial capability?	EASA.ORA.ATO.110
24.2.	Does the HT ensure the satisfactory integration of flight training in an aircraft or a flight simulation training device (FSTD) and theoretical knowledge instruction?	EASA.ORA.ATO.110
24.3.	Does HT supervise the progress of individual students?	EASA.ORA.ATO.110
24.4.	Does the nominated head of training (HT) have the overall responsibility to ensure that the training is in compliance with the appropriate requirements?	AMC1 EASA.ORA.ATO.110(b)
24.5.	In an ATO providing training courses for different aircraft categories. Is the HT assisted by one or more nominated deputy HT(s) for certain flight training courses?	AMC1 EASA.ORA.ATO.110(b)
24.6.	If ATO provides training for CPL, MPL, ATPL. Head of training (HT) shall have extensive experience in training as an instructor for professional pilot licences and associated ratings or certificates.	EASA.ORA.ATO.210
24.7.	Does the nominated HT hold or have held in the 3 years prior to first appointment as HT, a professional pilot licence and associated ratings or certificates issued in accordance with Part-FCL, related to the flight training courses provided?	AMC2 EASA.ORA.ATO.210
25	(TKI) Theoretical knowledge instructors	

25.1.	Does TKI have previous experience in giving theoretical knowledge instruction and an appropriate theoretical background in the subject on which he/she will provide theoretical knowledge instruction?	EASA.ORA.ATO.110
25.2.	Or does TKI have practical background in aviation in the areas relevant for the training provided and have undergone a course of training in instructional techniques	EASA.ORA.ATO.110
25.3.	If ATO provides training for CPL, MPL, ATPL. Is CTKI responsible for the supervision of all theoretical knowledge instructors and for the standardization of all theoretical knowledge instruction? The CTKI shall have extensive experience as a theoretical knowledge instructor in the areas relevant for the training provided by the ATO.	EASA.ORA.ATO.210
25.4.	Is theoretical knowledge instruction for type or class ratings conducted by instructors holding the appropriate type or class rating, or having appropriate experience in aviation and knowledge of the aircraft concerned?	AMC1 EASA.ORA.ATO.210
25.5.	Did theoretical knowledge instructors, before appointment, prove their competency by giving a test lecture based on material they have developed for the subjects they are to teach?	AMC1 EASA.ORA.ATO.110(c)
26	CFI (Chief flight instructor)	
26.1.	If ATO provides training for CPL, MPL, ATPL, ATO should nominate CFI. Is CFI responsible for the supervision of flight and flight simulation training instructors and for the standardization of all flight instruction and flight simulation instruction?	EASA.ORA.ATO.210
26.2.	Does the CFI hold the highest professional pilot licence and associated ratings related to the flight training courses conducted and hold an instructor certificate with the privilege to instruct for at least one of the training courses provided?	EASA.ORA.ATO.210
26.3.	Does the CFI have completed 1 000 hours of flight time as pilot-in-command (PIC)? At least 500 of those hours should be on flying instructional duties related to the flying courses provided, of which 200 hours may be instrument ground time.	AMC2 EASA.ORA.ATO.210
27.	Do flight instructors and flight simulation training instructors hold the qualifications required by Part- FCL for the type of training that they are providing?	EASA.ORA.ATO.110
28.	Are following documents are being kept for not less than 3 years? (a) details of ground, flight, and simulated flight training given to individual students; (b) detailed and regular progress reports from instructors including assessments, and regular progress flight tests and ground examinations; and (c) information on the licences and associated ratings and certificates of the students, including the expiry dates of medical certificates and ratings?	EASA.ORA.ATO.120
29.1.	Is a training program developed for each type of course offered?	EASA.ORA.ATO.125
29.2.	Does the training programme comply with the requirements of Part-FCL and, in the case of flight test training, the relevant requirements of Part-21?	EASA.ORA.ATO.125
29.3.	Does type rating (aeroplanes) training program comply with all points regulated in AMC2 ORA.ATO.125?	AMC2 EASA.ORA.ATO.125
29.4.	Are type ratings training programs developed as stated in that aircraft OSD?	AMC2 EASA.ORA.ATO.125
29.5.	Does type rating (helicopters) training program comply with all points regulated in AMC3 ORA.ATO.125?	AMC3 EASA.ORA.ATO.125
29.6.	Does flight test training program comply with all points regulated in AMC4 ORA.ATO.125	AMC4 EASA.ORA.ATO.125
30.1.	Does the ATO establish and maintain a training manual and operations manual containing information and instructions to enable personnel to perform their duties and to give guidance to students on how to comply with course requirements?	EASA.ORA.ATO.130
30.2.	Does the ATO make available to staff and, where appropriate, to students the information contained in the training manual, the operations manual and the ATO's approval documentation?	EASA.ORA.ATO.130
30.3.	Does the operations manual establish flight time limitation schemes for flight instructors, including the maximum flying hours, maximum flying duty hours and minimum rest time between instructional duties?	EASA.ORA.ATO.130
31.1	Does the ATO use an adequate fleet of training aircraft or FSTDs appropriately equipped for the training courses provided?	EASA.ORA.ATO.135
31.2.	Does the ATO demonstrate to the competent authority?: (1) the adequacy between the FSTD specifications and the related training program; (2) that the FSTDs used comply with the relevant requirements of Part-FCL; (3) in the case of full flight simulators (FFSs), that the FFS adequately represents the relevant type of aircraft; and (4) that it has put in place a system to adequately monitor changes to the FSTD and to ensure that those changes do not affect the adequacy of the training program	EASA.ORA.ATO.135
32.1.	Does the base aerodrome or operating site and any alternative base aerodromes at which flight training is being conducted have at least the following facilities?: (1) at least one runway or final approach and take-off area (FATO) that allows training aircraft to make a normal take-off or landing within the performance limits of all the aircraft used for the training flights. (2) a wind direction indicator that is visible at ground level from the ends of each runway or at the appropriate holding points; (3) adequate runway electrical lighting if used for night training; (4) an air traffic service, except for uncontrolled aerodromes or operating sites where the training requirements may be satisfied safely by another acceptable means of air-to ground communication?	AMC1 EASA.ORA.ATO.140

32.2.	Except in the case of ATOs providing flight test training, in addition to (32.1). Are helicopters, training sites available for: (1) confined area operation training; (2) simulated engine off autorotation; and (3) sloping ground operation?	AMC1 EASA.ORA.ATO.140
32.3.	In the case of balloons. Are take-off sites used by the ATO allow a normal take-off and clearing of all obstacles in the take-off flight path by at least 50 ft.	AMC1 EASA.ORA.ATO.140
33.	If ATOs providing training for other than the LAPL, PPL, SPL or BPL and the associated ratings and certificates. Does ATO establish entrance requirements for students in their procedures?	AMC1 EASA.ORA.ATO.145
34	When the ATO is approved to provide training for the instrument rating (IR) in third countries: (a) Does the ATO training programme include acclimatisation flying in one of the Member States before the IR skill test is taken? (b) Is the IR skill test take place in one of the Member States?	EASA.ORA.ATO.150
35.1.	In case ATO provide training for CPL, MPL, ATPL. Does he training program include a breakdown of flight and theoretical knowledge instruction, presented in a week-by-week or phase layout, a list of standard exercises and a syllabus summary?	EASA.ORA.ATO.225
35.2.	In case ATO provide training for CPL, MPL, ATPL. Is the content and sequence of the training program specified in the training manual?	EASA.ORA.ATO.225
36.1.	In case ATO provide training for CPL, MPL, ATPL. Does the training manual state the standards, objectives and training goals for each phase of training that the students are required to comply with and does it address the following subjects?: - training plan, - briefing and air exercises, - flight training in an FSTD, if applicable, - theoretical knowledge instruction.	EASA.ORA.ATO.230
36.2.	In case ATO provide training for CPL, MPL, ATPL. Does the operations manual provide relevant information to particular groups of personnel, as flight instructors, flight simulation training instructors, theoretical knowledge instructors, operations and maintenance personnel, and does it include general, technical, route and staff training information?	EASA.ORA.ATO.230
36.3.	In case ATO provide training for CPL, MPL, ATPL. Do training manuals for use at an ATO conducting integrated or modular flight training courses should include all points listed in AMC1 ORA.ATO.230(a)?	AMC1 EASA.ORA.ATO.230(a)
36.4.	In case ATO provide training for CPL, MPL, ATPL. Does the operations manual for use at an ATO conducting integrated or modular flight training courses include all points listed in AMC1 ORA.ATO.230(b)?	AMC1 EASA.ORA.ATO.230(b)
37.1.	In case ATO provide distance training. Does ATO to maintain comprehensive records in order to ensure that students make satisfactory academic progress and meet the time constraints laid down in Part-FCL for the completion of modular courses?	AMC1 EASA.ORA.ATO.300
37.2.	Are planning guidelines for ATOs developing the distance learning element of modular courses listed in AMC1 ORA.ATO.300(b) followed?	AMC1 EASA.ORA.ATO.300
38.1.	Is an element of classroom instruction included in all subjects of modular distance learning courses?	EASA.ORA.ATO.305
38.2.	Is the amount of time spent in actual classroom instruction shall not less than 10 % of the total duration of the course?	EASA.ORA.ATO.305
38.3.	Is classroom accommodation available either at the principal place of business of the ATO or within a suitable facility elsewhere for distance learning courses?	EASA.ORA.ATO.305
39.	Are all instructors fully familiar with the requirements of the distance learning course program?	EASA.ORA.ATO.310
40	ZFTT zero flight-time training	
40.1.	If ATO apply for ZFTT approval. Does the ATOs have the privileges to conduct commercial air transport operations or ATOs having specific arrangements with commercial air transport operators?	EASA.ORA.ATO.330
40.2.	If ATO apply for ZFTT approval. Does the operator has at least 90 days of operational experience on the airplane type?	EASA.ORA.ATO.330
40.3.	If ATO apply for ZFTT approval and operator has no 90 days experience. Does the TRI(A) have at least 1 year experience of providing landing trainings?	EASA.ORA.ATO.330
41.1.	Is the FFS approved for ZFTT serviceable according to the management system criteria of the ATO?	EASA.ORA.ATO.335
41.2.	Is the motion and the visual system of the FFS fully serviceable, in accordance with the applicable certification specifications for FSTD as mentioned in ORA.FSTD.205?	EASA.ORA.ATO.335
42	If ATO apply for MPL integrated training courses and MPL instructor courses. Does the ATO have the privilege to conduct commercial air transport operations or a specific arrangement with a commercial air transport operator?	EASA.ORA.ATO.350