

Reliability Programme Compliance and Approval Checklist

Operators Name	
Address	
Aircraft Type	
Manufacture	
Model	

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The checklist should clearly show either compliance (Yes) & location of the compliance in the notes section or not applicable (N/A) & the reason in the notes section

Yes = Satisfactory
N/A = Not Applicable

Details of the Reliability Programme:

Reliability Programme		Compliance		Note	For CAAT Verification/ Remark
		Yes	N/A		
1.1.	Applicability				
	1.1.1	Developed in the following cases			
		a. Aircraft Maintenance Schedule is based upon MSG-3 logic			
		b. Aircraft Maintenance Schedule includes condition monitored components			
		c. not contain overhaul time periods for all significant system components			
		d. Specified by the Manufacturer's MPD or MRB			
	1.1.2	Need not be developed in the following cases			
		a. Aircraft Maintenance Schedule is based upon the MSG-1 or 2 logic (only hard times or on condition items)			
		b. Not a large aircraft (= or < 5700 kgs MTWA or single-engine helicopter)			
		c. Aircraft Maintenance Schedule provides overhaul time periods for all significant system components			

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		Yes	N/A			
	1.13	Operator may develop its own reliability monitoring programme				
1.2	Applicability, small fleets					
	1.2.1	Less than 6 aircraft of the same type				
	1.2.2	Tailor reliability programmes to suit the size and complexity of operation				
	1.2.3	Use of "Alert levels" should be used carefully with small fleets				
	1.2.4	When establishing a Reliability Programme, consider the following:				
		a. Focus on areas where a sufficient amount of data is likely to be processed				
		b. How is engineering judgement applied?				
	1.2.5	Pool data and analysis (paragraph 1.6 specifies conditions)				
	1.2.6	If unable to pool data / Additional restrictions on the MRB/MPD tasks intervals specified				
1.3	Engineering Judgment					
	1.3.1	Are there appropriately qualified personnel (with appropriate engineering experience and understanding of reliability concept) for the reliability programme?				
1.4	Contracted Maintenance					
	1.4.1	Certain functions may be delegated to an CAAT-145 Organization of a Fleet Technical Management Organization				
	1.4.2	These are:				
		a. Developing the Maintenance Schedule and Reliability Programme				
		b. Collecting and analyzing reliability				
		c. Providing reliability reports				
		d. Proposing corrective actions				
	1.4.3	Approval to implement corrective action				

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			Yes	N/A		
	1.4.4	Maintenance contract / MOE procedures				
1.5	Reliability Programme					
	1.5.1	Objectives				
		1.5.1.1 Statement summarizing the prime objectives of the programme				
		a. Recognize the need for corrective action				
		b. Establish what corrective action is needed				
		c. Determine the effectiveness of that action				
		1.5.1.2 The extent of the objectives should be directly related to the scope of the programme				
		1.5.1.3 All MSG-3 related tasks are effective and their periodicity is adequate				
	1.5.2	Identification of items				
		The items controlled by the Programme should be stated				
	1.5.3	Terms and definitions				
		Significant terms and definitions should be clearly identified				
	1.5.4	Information sources and collection				
		1.5.4.1 Sources and procedures in the Exposition				
		1.5.4.2 Type of information to be collected should be related to the objectives, examples				
		a. Pilots Reports				
		b. Technical Logs				
		c. Aircraft Access Terminal / Onboard readouts				
		d. Maintenance Worksheets				
		e. Workshop Reports				
		f. Reports on Functional Checks				
		g. Reports on Special Inspections				
		h. Stores Issues/Reports				
		i. Air Safety Reports				
		j. Reports on Delays and Incidents				
		k. Other sources: i.e. ETOPS, RVSM, CAT II/III				

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		Yes	N/A		
		1.5.4.3 Due account of Continuing Airworthiness information promulgated under Part-21			
	1.5.5	Display of information			
		Information displayed graphically or in tabular form or in combination			
		1.5.5.1 Provisions for “nil returns”			
		1.5.5.2 Where “standards” or “alert levels”, information oriented accordingly.			
	1.5.6	Examination, analysis and interpretation of the information			
		Method for examining, analyzing and interpreting the information should be explained			
		1.5.6.1 Methods of examination may be varied - content & quantity			
		1.5.6.2 The whole process should enable a critical assessment of the effectiveness of the programme as a total activity. May involve:			
		a. Comparisons of operational reliability with established or			
		b. Analysis and interpretation of			
		c. Evaluation of repetitive defects			
		d. Confidence testing of expected and achieved results			
		e. Studies of life-bands and survival characteristics			
		f. Reliability predictions			
		g. Other methods of assessment			
		1.5.6.3 Range and depth of analysis should be related to the particular programme			
		a. Flight defects and reductions in reliability			
		b. Defects line and main base			
		c. Deterioration observed in routine maintenance			
		d. Workshop and overhaul findings			
		e. Modification evaluations			
		f. Sampling programmes			

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		g. Adequacy of maintenance equipment and publications				
		h. Effectiveness of maintenance procedures				
		i. Staff training				
		j. Service bulletins, technical instructions, etc.				
		1.5.6.4 Contracted maintenance arrangements established and details for information input included				
	1.5.7	Corrective Actions				
		1.5.7.1 Procedures / time scales for implementing corrective actions monitoring - should be fully described and could include				
		a. Changes to maintenance, operational procedures or techniques				
		b. Changes requiring amendment of the approved Maintenance Schedule				
		c. Amendments to approved manuals				
		d. Initiation of modifications				
		e. Special inspections / fleet campaigns				
		f. Spares provisioning				
		g. Staff training				
		h. Manpower and equipment planning				
		1.5.7.2 Procedures for effecting changes should be described				
	1.5.8	Organizational Responsibilities				
		Organizational structure – chains of responsibility should be defined				

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1.5.9	Presentation of information to CAAT				
	Information submitted to CAAT for approval of the Reliability Programme				
	a. Format and content of routine				
	b. Time scales for reports / distribution				
	c. Format and content of reports requesting amendments				
1.5.10	Evaluation and review				
	Describe procedures and individual responsibilities – continuous monitoring of the effectiveness of the programme				
	1.5.10.1 Procedures for revising the “standards” or “alert levels”				
	1.5.10.2 Criteria to be taken into account during the review includes				
	a. Utilization (high / low / seasonal)				
	b. Fleet commonality				
	c. Alert Level adjustment criteria				
	d. Adequacy of data				
	e. Reliability procedure audit				
	f. Staff training				
	g. Operational and maintenance procedures				
1.5.11	Approval of organization to implement Maintenance Schedule changes arising from the Reliability Programme results:				
	a. Does the Reliability Programme monitor the content of the Maintenance Schedule in a comprehensive manner?				
	b. Is appropriate control exercised by the owner / operator over the internal validation of such changes?				

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1.6	Pooling Arrangements				
	1.6.1	Pooling information – must be substantially the same, including			
		a. Certification / modification / Service Bulletin compliance			
		b. Operational factors			
		c. Maintenance factors			
	1.6.2	Is there a substantial amount of commonality and if CAAT agreed			
	1.6.3	Is the aircraft on short-term lease? CAAT may permit more flexibility?			
	1.6.4	Reliability Programme managed by the aircraft manufacturer if agreed by CAAT			

For AOC

For CAAT Staff

Completed by (Name) Accepted by CAAT (AIR Inspector Sign)

..... (Position) Inspector Name

Sign and Date

Date of Acceptance