

General Information	
Operators Name: _____	Aircraft Type/ Manufacturer/ Model: _____ Remark: The aircraft type should relate to reliability programme
Reference Reliability Report: _____ Remark: The inspector shall identify the reliability report that you evaluate.	

Reliability Program Evaluation Checklist

INSTRUCTION

1. This checklist intends to guide the inspector to evaluate the Reliability Program and ensure that no item degraded of safety.
2. Review the reliability report last 6 months or at least previous report then evaluate the data before using this checklist.
3. This checklist refers to the CAAT announcement – Maintenance program for air operator certificate C.E. 2560 item 8 Reliability program and related

item	Evaluation	Explanation	Compliance			CAAT Comment
			S	U	N/A	
1.	Does the reliability programme define components, systems, or complete aircraft?	The inspector shall ensure the items controlled e.g. by ATA Chapters complied with approved reliability program				
2.	Does the reliability programme address identification of sources?	The inspector shall ensure the type of information to be collected should be related to the objectives of the Programme <ul style="list-style-type: none"> - unscheduled removals - confirmed failures - pilot reports - sampling inspections - functional checks - shop findings - bench checks and SDRs, - flight cancellations and delays - Other sources: ETOPS, RVSM, CAT II/III, etc. 				

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			S	U	N/A	
3.	Does the reliability programme address steps of data development from source to analysis?	The inspector shall ensure operator comply with procedures for the transmission of information from the sources, together with the procedure for collecting and receiving it, should be set out in detail in the Reliability Manual or Maintenance program document as appropriate				
4.	Does the reliability report show data on a monthly basis?	The inspector shall ensure operator collects information that displayed graphically or in a tabular format or a combination of both on a monthly basis. The format should be such that the identification of trends, specific highlights, and related events would be readily apparent				
5.	Is the individual responsible for the program knowledgeable with the procedure described in the reliability manual?	The inspector shall ensure the operator has the knowledge and familiar with the procedures described in the reliability manual or Maintenance program document as appropriate.				
6.	Are the alert levels being exceeded? If yes what action is an operator taking?	The inspector shall ensure the action has been taken when the alert levels have been reached.				
7.	Does the operator monitor the effectiveness of corrective action?	The inspector shall ensure the operator monitors the corrective action in a timely manner (before reaching the alert level) with evidence.				
8.	Does the report show IFSD rates for ETOPS Operations (if applicable)	The inspector shall ensure the operator monitors the fleet average engine in- flight shut- down (IFSD) rate for the specified airframe- engine combination. (ETOPS operation will be identified in AOC Ops Spec)				
9.	Does the operator submit the reports required by CAAT or its reliability program?	At least the operator should be submitted reports every 6 months as per CAAT announcement required				

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			S	U	N/A	
10.	Have all aspects of the operation been authorized to ensure that the level of reliability achieved in EDTO/ ETOPS remains at the necessary level and that the operation continues to be conducted safely?	Only for AOC that operate EDTO/ETOPS: In the event that an acceptable level of reliability is not maintained, that significant adverse trends exist or that significant deficiencies are detected in the design or the conduct of the operation, CAAT Inspector is to initiate a special evaluation, recommend to impose operational restrictions, if necessary by following the appropriate procedure, and require corrective action for the operator to adopt, to resolve the problems in a timely manner or recommend to suspend the EDTO/ETOPS authorization unless there is a corrective action plan acceptable to CAAT.				

If the reliability programme is not being effective after a period of time in use. If yes, the inspector needs to take regulatory action e.g. Restricting aircraft operations, ask the operator to investigate in conjunction with OEM.

Please specify such action:

Signed: Name:

Airworthiness Inspector

Date:

Signed: Name:

Airworthiness Inspector

Date: