

AIRCRAFT MAINTENANCE PROGRAMME INITIAL/AMENDMENT COMPLIANCE CHECKLIST

AMP Reference			
Organisation Official Name			
Submitted by			
Date		Signature	

Content	<input type="checkbox"/> Initial <input type="checkbox"/> Amendment			CAASL			
	Yes	No	N/A	Comments	SAT	UNSAT	Comments
Cover page							
Aircraft Maintenance Programme Aircraft make, type, registration/s	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Owner/Operator/Subpart G organisation information							
<input type="checkbox"/> Address of approved locations (Head Office)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<input type="checkbox"/> Mailing Address(es)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<input type="checkbox"/> Telephone number(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<input type="checkbox"/> Fax number(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<input type="checkbox"/> E-mail address of the Head Office	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
The approval reference of the IS-M organisation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
CAASL reference	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
The copy number from the distribution list	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Issue no, date & revision no	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Part 0 – Introduction	Yes	No	N/A	Comments	SAT	UNSAT	Comments
0.1 Foreword/Preamble	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
0.2 Table of content	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
0.3 List of effective pages	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Part 0 – Introduction	Yes	No	N/A	Comments	SAT	UNSAT	Comments
0.4 List of issues / amendments or record of revision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
0.5 Revision highlights / Summary of changes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Effective date of the current revision <ul style="list-style-type: none"> <input type="checkbox"/> The effective date is the date that the amendment introduced in this amendment takes effect <input type="checkbox"/> The effective date can be established just prior to the final approval of the AMP by CAASL or just after. This is in order to obtain the necessary time to incorporate the amendment e.g. to train personnel, print forms etc. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
0.6 Distribution list <ul style="list-style-type: none"> <input type="checkbox"/> AMP copy number <input type="checkbox"/> Location of copies <input type="checkbox"/> Holders of the copies <input type="checkbox"/> Format of copies (CD-ROM, Paper etc.) 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
0.7 Abbreviation, terminology, inspection terms and definition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
0.8 Responsibilities and Standards <ul style="list-style-type: none"> <input type="checkbox"/> Owner/Operator Responsibilities <input type="checkbox"/> Certificate of Release to Service <input type="checkbox"/> Certifying Persons' Responsibilities <input type="checkbox"/> Performance of Maintenance <input type="checkbox"/> Airworthiness Life Limitations (Retirement/Scrap Lives) <input type="checkbox"/> Airworthiness Directives <input type="checkbox"/> Overhaul, Additional Inspections and Test Periods <input type="checkbox"/> Instructions for Continued Airworthiness <input type="checkbox"/> Modifications or Repairs <input type="checkbox"/> Independent Inspections 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Part 0 – Introduction	Yes	No	N/A	Comments	SAT	UNSAT	Comments
<input type="checkbox"/> Scheduled Maintenance Worksheets <input type="checkbox"/> Defects <input type="checkbox"/> Definitions <ul style="list-style-type: none"> <input type="checkbox"/> Service/lubrication (SERVICE/LUB) <input type="checkbox"/> Inspect (INSP) <input type="checkbox"/> Operational check (OP/C) <input type="checkbox"/> Functional check (F/C) <input type="checkbox"/> Check (CHK) <input type="checkbox"/> Detailed Visual Inspection (DVI) 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Part 1- General	Yes	No	N/A	Comments	SAT	UNSAT	Comments
1.1 Corporate Commitment by the owner, operator, M. (G) organization managing the aircraft airworthiness. (Ref. appendix 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
1.2 Maintenance Programme basic information <input type="checkbox"/> The type/model/ and serial/registration number of the aircraft, engine and propeller	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
1.3 Check periods for Anticipated Utilization	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
1.4 Procedures for escalation where applicable & acceptable to DGCA/ Permitted variation to maintenance period	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
1.5 Reference to Maintenance Programme & Cross reference to other document related to mandatory life limitation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
1.6 Amendments & Periodic review of maintenance programme content (Ref. appendix 2) <input type="checkbox"/> Periodic review <ul style="list-style-type: none"> <input type="checkbox"/> TC/STC holder recommendation <input type="checkbox"/> Revisions to the MRB reports <input type="checkbox"/> Mandatory requirements <input type="checkbox"/> Maintenance needs of the aircraft <input type="checkbox"/> Annual review	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Part 2 – Maintenance Tasks		Comments	SAT	UNSAT	Comments
2.1 Pre-flight maintenance tasks	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>				
2.2 Scheduled Maintenance tasks	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>				
2.3 Special Maintenance tasks	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>				
2.4 Unscheduled Maintenance tasks	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>				
2.5 Lubrication tasks	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>				
2.6 Specific structural maintenance tasks <ul style="list-style-type: none"> <input type="checkbox"/> Damage Tolerance and Supplemental Structural Inspection Programmes (SSID). <input type="checkbox"/> SB review performed by the TC holder. <input type="checkbox"/> Corrosion prevention and control. <input type="checkbox"/> Repair Assessment. <input type="checkbox"/> Widespread Fatigue Damage. 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>				
2.7 Repetitive continuing airworthiness requirements airframe, engine, propeller & components	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>				
2.8 Time limited components maintenance requirements and replacement should made	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>				
2.9 Critical design configuration control limitations together with appropriate procedures.	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>				
2.10 Reliability programme tasks(Ref. appendix 3)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>				
2.11 CAASL required tasks <ul style="list-style-type: none"> <input type="checkbox"/> Details of who may issue a CRS <input type="checkbox"/> Define which inspections/checks are considered to be base maintenance <input type="checkbox"/> Maintenance Requirements, in the absence of specific recommendations. <input type="checkbox"/> Aircraft battery capacity check/deep cycle? <input type="checkbox"/> Emergency equipment <input type="checkbox"/> Emergency escape provisions: <ul style="list-style-type: none"> a. Portable valise type life-rafts b. Door & escape chutes/slides c. Emergency exits / hatches 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>				

CAASL office use

No	Task	Status
a.	The application package is complete and acceptable?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
b.	Payment advice raised?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
c.	AMP applicable for a small fleet?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
d.	If 'Yes' to 'c', AMP conform to Appendix I to AMC M.302?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
RELIABILITY PROGRAMME		
e.	Reliability Programme required?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
f.	Other organisations used to pool data?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
g.	If 'Yes' to 'f', AMP conform to Appendix I to AMC M.302?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
h.	Reliability function (sub)contracted?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
i.	If 'Yes' to 'h' specify contract number?	
j.	Reliability programme procedure embedded with the AMP?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
k.	If 'No' to 'j' specify reliability programme reference number	
l.	Sufficiently qualified people available for Reliability Programme	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
m.	Sources of Information covers examples given in 3.2.5.4	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>

n.	Responsibilities of Reliability Programme outlined	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
o.	Documented procedures mentions CAA participation	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
p.	Reliability Reports compiled monthly & submitted to the CAA?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
q.	Procedure for evaluation and review of reliability acceptable	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
MAINTENANCE SCHEDULE		
r.	(S)TC Holder instructions for continuing airworthiness incorporated?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
s.	Additional CAA requirements incorporated?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
t.	Special requirements such as ETOPS, RVSM and PBN incorporated?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
u.	Permitted variations acceptable?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
v.	General presentation acceptable?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
w.	Both AMP copies stamped and applicant informed?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
x.	Filed all relevant documents?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
CAA Inspector(s):		
Signature(s):		Date:

Appendix1

SUGGESTED CERTIFICATION STATEMENT

In the preparation of this Maintenance Programme to meet the requirements of IS-M, the recommendations made by the airframe constructors and engine, APU, propeller and equipment manufacturers have been evaluated and, where appropriate, have been incorporated.

This Maintenance Programme lists the tasks and identifies the practices and procedures, which form the basis for the scheduled maintenance of the aeroplane(s) / helicopter(s). The IS-M Subpart G organisation / owner* undertakes to ensure that the aeroplane(s) / helicopter(s) will continue to be maintained in accordance with this programme.

The data contained in this programme will be reviewed for continued validity at least annually in the light of operating experience and instructions from the CAASL whilst taking into account new and / or modified maintenance instructions promulgated by the type certificate and supplementary type certificate holders and any other organisation that publishes such data in accordance with design standards issued by design organizations and approved competent authorities of design organisations or CAASL.

It is accepted that this programme does not prevent the necessity for complying with any new or amended regulation published by the CAASL from time to time where these new or amended regulations may override elements of this programme.

It is understood that compliance with this programme alone does not discharge the operator from ensuring that the programme reflects the maintenance needs of the aeroplane, such that continuing safe operation can be assured. It is further understood that the CAASL reserves the right to suspend, vary or cancel approval of the Maintenance Programme if the CAASL has evidence that the requirements of the Maintenance Programme are not being followed or that the required standards of airworthiness are not being maintained.

Name.....

Position.....

Signed..... For
and on behalf of the M. Subpart G organisation / owner*:

Date:

NOTE: The post holder identified above is either the Accountable Manager / Continuing Airworthiness Manager for an AOC operator's IS-M subpart G organisation, a nominated post holder within the IS-M subpart G organisation when the aircraft's continuing airworthiness is contracted to an approved organisation or the aircraft owner when the aircrafts continuing airworthiness is not contracted to an approved organisation.

* Delete as applicable

Task	AMP	Tasks to be Review	SAT	UNSAT
1	Cover page	<ul style="list-style-type: none"> • Aircraft Maintenance Programme Aircraft make, type, registration/s 		
		<ul style="list-style-type: none"> • Owner/Operator/Subpart G organisation information <ul style="list-style-type: none"> <input type="checkbox"/> Address of approved locations (Head Office) <input type="checkbox"/> Mailing Address(es) <input type="checkbox"/> Telephone number(s) <input type="checkbox"/> Fax number(s) <input type="checkbox"/> E-mail address of the Head Office 		
		<ul style="list-style-type: none"> • Issue no, date & revision no 		
2	Part 0 – Introduction	<ul style="list-style-type: none"> • Foreword/Preamble 		
		<ul style="list-style-type: none"> • Table of content 		
		<ul style="list-style-type: none"> • List of effective pages 		
		<ul style="list-style-type: none"> • List of issues / amendments or record of revision 		
		<ul style="list-style-type: none"> • Revision highlights / Summary of changes 		
		<ul style="list-style-type: none"> • Distribution list <ul style="list-style-type: none"> <input type="checkbox"/> AMP copy number <input type="checkbox"/> Location of copies <input type="checkbox"/> Holders of the copies <input type="checkbox"/> Format of copies (CD-ROM, Paper etc.) 		
3	Part 1- General	<ul style="list-style-type: none"> • Corporate Commitment by the owner, operator, M. (G) organization managing the aircraft airworthiness 		
		<ul style="list-style-type: none"> • Maintenance Programme basic information 		
		<ul style="list-style-type: none"> • Periods for Anticipated Utilization 		
		<ul style="list-style-type: none"> • Procedures for escalation where applicable & acceptable to DGCA/ Permitted variation to maintenance period 		
		<ul style="list-style-type: none"> • Reference to Maintenance Programme & Cross reference to other document related to mandatory life limitation 		
		<ul style="list-style-type: none"> • Amendments & Periodic review of maintenance programme content 		
4	Part 2 – Maintenance Tasks	<ul style="list-style-type: none"> • Pre-flight maintenance tasks 		
		<ul style="list-style-type: none"> • Scheduled Maintenance tasks 		
		<ul style="list-style-type: none"> • Special Maintenance tasks 		
		<ul style="list-style-type: none"> • Unscheduled Maintenance tasks 		
		<ul style="list-style-type: none"> • Lubrication tasks 		

		<ul style="list-style-type: none"> • Specific structural maintenance tasks 		
		<ul style="list-style-type: none"> • Repetitive continuing airworthiness requirements airframe, engine, propeller & components 		
		<ul style="list-style-type: none"> • Time limited components maintenance requirements and replacement should made 		
		<ul style="list-style-type: none"> • Critical design configuration control limitations together with appropriate procedures. 		
		<ul style="list-style-type: none"> • Reliability programme tasks 		
		<ul style="list-style-type: none"> • CAASL required tasks 		
		<ul style="list-style-type: none"> • Operator required tasks 		
5	Part 3 – Appendix	<ul style="list-style-type: none"> • Sample documents 		
Comments:				
CAMO			Date:	
Reviewed by:			Signature:	

Appendix 2

SUGGESTED AMP REVIEW CHECK LIST

RELIABILITY PROGRAMME CHECK LIST

1. Reliability Programmes				
		Compliance		Notes
		Yes	No	
1.1	Applicability	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.1	Developed in the following cases:			
	a. Programme is based upon MSG-3 logic	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Programme includes condition monitored components	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Programme does not contain Overhaul time periods for all significant system components	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Specified by the Manufacturer's MPD or MRB	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.2	Need not be developed in the following cases:			
	a. Programme is based upon the MSG-1 or 2 logic (only hard times or on condition items)	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Not a large aircraft (= or < 5700 kgs MTOW or single engined helicopter)	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Programme provides overhaul time periods for all significant system components	<input type="checkbox"/>	<input type="checkbox"/>	
1.1.3	Operator may develop own reliability monitoring programme	<input type="checkbox"/>	<input type="checkbox"/>	
1.2	Applicability, small fleets			
1.2.1	Less than 6 aircraft of the same type	<input type="checkbox"/>	<input type="checkbox"/>	
1.2.2	Reliability programme is irrespective of the fleet size	<input type="checkbox"/>	<input type="checkbox"/>	
1.2.3	Tailor reliability programmes to suit the	<input type="checkbox"/>	<input type="checkbox"/>	

1. Reliability Programmes				
	size and complexity of operation			
1.2.4	Use of "Alert levels" should be used carefully	<input type="checkbox"/>	<input type="checkbox"/>	
1.2.5	When establishing a reliability programme, consider the following:			
	a. Focus on areas where a sufficient amount of data is likely to be processed	<input type="checkbox"/>	<input type="checkbox"/>	
	b. How is engineering judgment applied?	<input type="checkbox"/>	<input type="checkbox"/>	
1.2.6	Pool data and analysis (paragraph 1.6 specifies conditions)	<input type="checkbox"/>	<input type="checkbox"/>	
1.2.7	If unable to pool data / additional restrictions on the MRB/MPD tasks intervals specified	<input type="checkbox"/>	<input type="checkbox"/>	
1.3	Engineering judgment.	<input type="checkbox"/>	<input type="checkbox"/>	
1.3.1	Are there appropriately qualified personnel (with appropriate engineering experience and understanding of reliability concept) for the reliability programme?	<input type="checkbox"/>	<input type="checkbox"/>	
1.4	Contracted maintenance.	<input type="checkbox"/>	<input type="checkbox"/>	
1.4.1	Maintenance programme / may delegate certain functions to the IS-145 organisation	<input type="checkbox"/>	<input type="checkbox"/>	
1.4.2	These are:			
	a. Developing the maintenance and reliability programmes	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Collection and analysis of the reliability data	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Providing reliability reports	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Proposing corrective actions	<input type="checkbox"/>	<input type="checkbox"/>	
1.4.3	Approval to implement a corrective action / Subpart G prerogative and responsibility	<input type="checkbox"/>	<input type="checkbox"/>	
1.4.4	Maintenance contract / CAME, and	<input type="checkbox"/>	<input type="checkbox"/>	

1. Reliability Programmes				
	MOE procedures			
1.5	Reliability programme.			
1.5.1	Objectives.			
1.5.1.1	Statement summarizing the prime objectives of the programme	<input type="checkbox"/>	<input type="checkbox"/>	
	a. Recognize the need for corrective action	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Establish what corrective action is needed	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Determine the effectiveness of that action	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.1.2	The extent of the objectives should be directly related to the scope of the programme	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.1.3	All MSG-3 related tasks are effective and their periodicity is adequate	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.2	Identification of items.			
	The items controlled by the programme should be stated	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.3	Terms and definitions.			
	Significant terms and definitions should be clearly identified	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.4	Information sources and collection.			
1.5.4.1	Sources and procedures in the Exposition	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.4.2	Type of information to be collected should be related to the objectives, examples of the normal prime sources:			
	a. Pilots Reports	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Technical Logs	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Aircraft Access Terminal / On-board readouts	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Maintenance Worksheets	<input type="checkbox"/>	<input type="checkbox"/>	
	e. Workshop Reports	<input type="checkbox"/>	<input type="checkbox"/>	

1. Reliability Programmes				
	f. Reports on Functional Checks	<input type="checkbox"/>	<input type="checkbox"/>	
	g. Reports on Special Inspections	<input type="checkbox"/>	<input type="checkbox"/>	
	h. Stores Issues/Reports	<input type="checkbox"/>	<input type="checkbox"/>	
	i. Air Safety Reports	<input type="checkbox"/>	<input type="checkbox"/>	
	j. Reports on Delays and Incidents	<input type="checkbox"/>	<input type="checkbox"/>	
	k. Other sources: i.e. ETOPS, RVSM, CAT II/ III	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.4.3	Due account of Continuing Airworthiness information promulgated By the TC holder	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.5	Display of information			
	Information displayed graphically or tabular or a combination	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.5.1	Provisions for "nil returns"	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.5.2	Where "standards" or "alert levels", information oriented accordingly	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.6	Examination, analysis and interpretation of the information.			
	Method for examining, analysing and interpreting the information should be explained	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.6.1	Methods of examination may be varied - content & quantity	<input type="checkbox"/>	<input type="checkbox"/>	
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 allocated standards	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Analysis and interpretation of trends	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Evaluation of repetitive defects	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Confidence testing of expected and achieved results	<input type="checkbox"/>	<input type="checkbox"/>	
	e. Studies of life-bands and	<input type="checkbox"/>	<input type="checkbox"/>	

1. Reliability Programmes				
	survival characteristics.			
	f. Reliability predictions	<input type="checkbox"/>	<input type="checkbox"/>	
	g. Other methods of assessment	<input type="checkbox"/>	<input type="checkbox"/>	
	h. Stores Issues/Reports	<input type="checkbox"/>	<input type="checkbox"/>	
	i. Air Safety Reports	<input type="checkbox"/>	<input type="checkbox"/>	
	j. Reports on Delays and Incidents	<input type="checkbox"/>	<input type="checkbox"/>	
	k. Other sources: i.e. ETOPS, RVSM, CAT II/ III	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.6.3	Range and depth of analysis should be related to the particular programme:			
	a. Flight defects and reductions in reliability	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Defects – line and main base	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Deterioration observed – routine maintenance	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Workshop and overhaul findings	<input type="checkbox"/>	<input type="checkbox"/>	
	e. Modification evaluations	<input type="checkbox"/>	<input type="checkbox"/>	
	f. Sampling programmes	<input type="checkbox"/>	<input type="checkbox"/>	
	g. Adequacy of maintenance equipment and publications	<input type="checkbox"/>	<input type="checkbox"/>	
	h. Effectiveness of maintenance procedures	<input type="checkbox"/>	<input type="checkbox"/>	
	i. Staff training	<input type="checkbox"/>	<input type="checkbox"/>	
	j. Service bulletins, technical instructions, etc.	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.6.4	Contracted maintenance – arrangements established and details for information input included	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.7	Corrective Actions			
1.5.7.1	Procedures / time scales for implementing corrective actions / monitoring – should be fully described & could include:			
	a. Changes to maintenance, operational procedures or techniques	<input type="checkbox"/>	<input type="checkbox"/>	

1. Reliability Programmes				
	b. Changes requiring amendment of the approved maintenance programme?	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Amendments to approved manuals	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Initiation of modifications	<input type="checkbox"/>	<input type="checkbox"/>	
	e. Special inspections / fleet campaigns	<input type="checkbox"/>	<input type="checkbox"/>	
	f. Spares provisioning	<input type="checkbox"/>	<input type="checkbox"/>	
	g. Staff training	<input type="checkbox"/>	<input type="checkbox"/>	
	h. Manpower and equipment planning	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.7.2	Procedures for effecting changes should be described	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.8	Organisational Responsibilities.			
	Organisational structure – chains of responsibility should be defined	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.9	Presentation of information to CAA			
	Information submitted to the CAA for approval of the reliability programme:			
	a. Format and content of routine reports	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Time scales for reports / distribution	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Format and content of reports requesting amendments	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.10	Evaluation and review.			
	Describe procedures and individual responsibilities – continuous monitoring of the effectiveness of the programme	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.10.1	Procedures for revising the "standards" or "alert levels"	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.10.2	Criteria to be taken into account during the review includes:			
	a. Utilisation (high / low / seasonal)	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Fleet commonality	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Alert Level adjustment criteria	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Adequacy of data	<input type="checkbox"/>	<input type="checkbox"/>	

1. Reliability Programmes				
	e. Reliability procedure audit	<input type="checkbox"/>	<input type="checkbox"/>	
	f. Staff training	<input type="checkbox"/>	<input type="checkbox"/>	
	g. Operational and maintenance procedures	<input type="checkbox"/>	<input type="checkbox"/>	
1.5.11	Approval of organisation to implement maintenance programme changes arising from the reliability programme results:			
	a. Does the reliability programme monitor the content of the maintenance programme in a comprehensive manner?	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Is appropriate control exercised by the owner / operator over the internal validation of such changes?	<input type="checkbox"/>	<input type="checkbox"/>	
1.6	Pooling Arrangements.			
1.6.1	Pooling information – must be substantially the same, including:			
	a. Certification / modification / SB compliance	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Operational Factors	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Maintenance factors	<input type="checkbox"/>	<input type="checkbox"/>	
1.6.2	Is there a substantial amount of commonality / has the CAA agreed?	<input type="checkbox"/>	<input type="checkbox"/>	
1.6.3	Is the aircraft on short-term lease? CAA may grant more flexibility	<input type="checkbox"/>	<input type="checkbox"/>	
1.6.4	Changes to any IS-M (G) requires assessment in order that the pooling benefits can be maintained	<input type="checkbox"/>	<input type="checkbox"/>	
1.6.5	Reliability programme managed by the aircraft manufacturer if agreed by the CAA	<input type="checkbox"/>	<input type="checkbox"/>	