AUTORIDADE REGULADORA DE AVIAÇÃO CIVIL DE MOÇAMBIQUE

Airworthiness Department

Telephone number: **258 21 465 416** *Fax Number:* **258 21 465 415**

Physical address: Alameda do Aeroporto, Maputo

Postal address: Caixa Postal 227, Maputo E-mail iacm@tvcabo.co.mz

COMPLIANCE STATEMENT FOR THE RELIABILITY PROGRAMME

Name of Air Operator:		AOC number:
Physical Address (Location):		
Aircraft Type:		
Registration(s):		
Engine(s)	Propeller (s) if applicable:	
APU (s)		
Operator RP Ref	Amendment/Revision nº:	
Operator´s CAMP Ref	Amendment/Revision nº:	Date …/…/……

I, _____, hereby declare that all these following items are included, in the form of acceptable procedures, in the maintenance control manual (Reliability Program) referred to in MOZ-CARS/CATS Part 121,127,135, (as applicable to the operations conducted) in the pages listed below.

_____ Date: _____/_____/_____

Signature

			COMPLIANCE			IACM		
			Yes	No	Notes/Manuals ref.	Satisfatory	Not Satisfactory	NA
6	**RELIABILITY PROGRAMMES**							
6.1	**Applicability**							
	6.1.1	Developed in the following cases:						
		a. Programme is based upon MSG-3 logic						
		b. Programme includes condition monitored components						
		c. Programme does not contain overhaul time periods for all significant system components						
		d. Specified by the Manufacturer's MPD or MRB						
	6.1.2	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)						
		b. Not a large aircraft (= or < 5700 kgs MTWA or single engined helicopter)						
		c. Programme provides overhaul time periods for all significant system components						
	6.1.3	Operator may develop own reliability monitoring programme						
6.2	**Applicability, Small Fleets**							
	6.2.1	Less than 6 aircraft of the same type						
	6.2.2	Reliability programme is irrespective of the fleet size						
	6.2.3	Tailor reliability programmes to suit the size and complexity of operation						
	6.2.4	Use of "Alert levels" should be used carefully						
	6.2.5	When establishing a reliability programme, consider the following:						
		a. Focus on areas where a sufficient amount of data is likely to be processed						
		b. How is engineering judgement applied?						

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	6.2.6	Pool data and analysis (paragraph 6.6 specifies conditions)						
	6.2.7	If unable to pool data / additional restrictions on the MRB/MPD tasks intervals specified						
6.3	**Engineering Judgement**							
	6.3.1	Are there appropriately qualified personnel (with appropriate engineering experience and understanding of reliability concept) for the reliability programme?						
6.4	**Contracted Maintenance**							
	6.4.1	Maintenance programme / may delegate certain functions to the MOZ-CAR Part-145 organisation						
	6.4.2	These are:						
		a. Developing the maintenance and reliability programmes						
		b. Collection and analysis of the reliability data						
		c. Providing reliability reports						
		d. Proposing corrective actions to the Operator						
	6.4.3	Approval to implement a corrective action remains the Operator prerogative and responsibility						
	6.4.4	The arrangement between the Operator and the MOZ-CAR Part-145 organisation should be specified in the maintenance contract (see appendix 11) and the relevant MCM procedures.						
6.5	**Reliability Programme**							
6.5.1	Objectives							
	6.5.1.1	Statement summarising the prime objectives of the programme including at least the following						
		a. Recognise the need for corrective action						
		b. Establish what corrective action is needed						
		c. Determine the effectiveness of that action						

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	6.5.1.2	The extent of the objectives should be directly related to the scope of the programme						
	6.5.1.3	All MSG-3 related tasks are effective and their periodicity is adequate						
6.5.2	Identification of Items							
	The items controlled by the programme should be stated							
6.5.3	Terms and Definitions							
	Significant terms and definitions should be clearly identified							
6.5.4	Information sources and collection							
	6.5.4.1	Sources of information should be listed and 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 CAME or MOE as appropriate.						
	6.5.4.2	Type of information to be collected should be related to the objectives, examples of the normal prime sources:						
		a. Pilots Reports						
		b. Technical Logs						
		c. Aircraft Maintenance Access Terminal / On-board 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						
	6.5.4.3	Due account of Continuing Airworthiness information promulgated under MOZ-CARS Part 21						

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6.5.5	Display of Information							
	Information displayed graphically or tabular or a combination							
	6.5.5.1	Provisions for “nil returns”						
	6.5.5.2	Where “standards” or “alert levels”, information oriented accordingly						
6.5.6	Examination, analysis and interpretation of the information							
	Method for examining, analysing and interpreting the information should be explained							
	6.5.6.1	Methods of examination may be varied according to the						
		content & quantity of information of individual programmes						
	6.5.6.2	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						
		b. Analysis and interpretation of trends						
		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						
	6.5.6.3	Range and depth of engineering analysis should be related to the particular programme and facilities available. At least the following should be taken into account:						
		a. Flight defects and reductions in operational reliability						
		b. Defects - line and main base						
		c. Deterioration observed during routine maintenance						
		d. Workshop and overhaul findings						

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		e. Modification evaluations						
		f. Sampling programmes						
		g. Adequacy of maintenance equipment and publications						
		h. Effectiveness of maintenance procedures						
		i. Staff training						
		j. Service bulletins, technical instructions, etc						
	6.5.6.4	Contracted maintenance -arrangements established and details for information input included						
6.5.7	Corrective Actions							
	6.5.7.1	Procedures and time scales for implementing corrective actions and for monitoring the effects of corrective actions should be fully described & could include:						
		a. Changes to maintenance , operational procedures or techniques						
		b. Changes requiring amendment of the approved maintenance programme?						
		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						
	6.5.7.2	The procedures for effecting changes to the maintenance programme should be described, and the associated documentation should include a planned completion date for each corrective action, where applicable						
6.5.8	Organisational Responsibilities							
	Organisational structure and the department responsible for the administration of the programme should be stated. The chains of responsibility for individuals and departments in respect of the							

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	programme, together with the information and functions of any programme control committees should be defined							
6.5.9	Presentation of information to the IACM							
	The following information should be submitted to IAM for approval as part of the reliability programme:							
	a. Format and content of routine reports							
	b. Time scales for production of reports together with their distribution							
	c. The format and content of reports supporting request for increases in periods between maintenance (escalation) and for amendments to the approved maintenance programme. These reports should contain sufficient detailed information to enable IACM to make its own evaluation where necessary.							
6.5.10	Evaluation and Review							
	Describe procedures and individual responsibilities - continuous monitoring of the effectiveness of the programme							
	6.5.10.1	Procedures for revising the “standards” or “alert levels”.						
	6.5.10.2	Although not exhaustive, criteria to be taken into account during the review includes:						
		a. Utilisation (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						
6.5.11	Approval of organization to implement MP changes arising from the reliability programme results							
	a. Does the reliability programme monitor the content of the maintenance programme in a comprehensive manner?							

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	b. Is appropriate control exercised by the owner / operator over the internal validation of such changes?							
6.6	**Pooling Arrangements**							
	6.6.1	Pooling information - must be substantially the same, including:						
		a. Certification / modification / SB compliance						
		b. Operational Factors						
		c. Maintenance factors						
	6.6.2	Is there a substantial amount of commonality / has the IACM agreed?						
	6.6.3	Is the aircraft on short-term lease (less than 6 months)? IACM may grant more flexibility						
	6.6.4	Changes to any MOZ-CARS PART 121, 135 E 127 organisation requires assessment in order that the pooling benefits can be maintained						
	6.6.5	Reliability programme managed by the aircraft manufacturer if agreed by the IACM						

I, _____, undersigned, declare that the Manual submitted contain enough information to demonstrate that the organisation has the management, resources and procedures to comply with the requirements of the Part 121,127,135 and Part 43 (as applicable).

_____ Date: _____/_____/_____

Signature

The following documents are referred to in the MCM, are submitted and must be considered to be equally binding on the organisation:

1) _____

2) _____

3) _____

IACM use only

Inspector Recommendations

The Realibility Program has been evaluated in accordance with the MOZ-CARS and MOZ-CATS 121, 127 or 135, currently in force and the checklist above. I DO / NOT /RECOMMEND the Program to be ACCEPTED.

Start date:..../...../.....	
Comments/Summary:	
Inspector name and signature:.....	Date:..../...../.....