

RELIABILITY PROGRAMME

1. INTRODUCTION

Myanmar Air Operator Certificate holder or operator should have a system to analyze the effectiveness of the maintenance programme with regard to spares established defects, malfunctions, and damage, and to amend the maintenance programme. This amendment may involve the approval of DCA.

Reliability programmes are designed to supplement the operator's overall programme for maintaining aircraft in a continuous stage of airworthiness. There is a number of maintenance reliability programmes now in operation that use new and improved maintenance management techniques. Although the design and methods of application vary to some degree, the basic goals are the same to recognize access and act upon meaningful symptoms of deterioration before malfunction or failure in order to establish and monitor the maintenance control requirements.

2. APPLICABILITY

2.1 A reliability programme should be developed in the following cases:

- (a) the aircraft maintenance programme is based upon MSG-3 logic
- (b) the aircraft maintenance programme includes condition monitored components
- (c) the aircraft maintenance programme does not contain overhaul time periods for all significant system components
- (d) when specified by the Manufacturer's maintenance planning document or MRB.

2.2 A reliability Programme need not be developed in the following cases:

- (a) the maintenance programme is based upon the MSG-1 or 2 logic but only contains Hard Time or On Condition items
- (b) the aircraft is not a large aircraft according to Part-M
- (c) the aircraft maintenance programme provides overhaul time periods for all significant system (i.e, a system the failure of which could hazard the aircraft safety) components.

3. OPERATOR OF SMALL FLEETS OF AIRCRAFT

- 3.1 For the purpose of this paragraph, a small fleet of aircraft is a fleet of less than 6 aircraft of the same type.
- 3.2 The requirement for a reliability programme is irrespective of the operator's fleet size.
- 3.3 Complex reliability programmes could be inappropriate for a small fleet. It is recommended that such organisations tailor their reliability programmes to suit the size and complexity of operation.

The operator may refer MCAR Part M for developing its own reliability monitoring programme when it may be deemed beneficial from a maintenance planning point of view.