

DEFECT EVALUATION FORM (DEF), REPORT No 00/00

D SECTION	ANALYSIS	TECHNICAL COMMENTS / EVALUATION
SECTION COMPLETED BY _____ ON ___ / ___ / _____		
E SECTION	CAMO PROPOSAL	TECHNICAL PROPOSAL CORRECTIVE ACTION
SECTION COMPLETED BY _____ ON ___ / ___ / _____		
F SECTION	FINAL DECISION	CONTROL BOARD
REPORT CLOSED / COMPLETED BY _____ ON ___ / ___ / _____		

REFERENCES ATTACHED:

1. _____
2. _____
3. _____

DISTRIBUTION LIST:

Date: ____ / ____ / ____

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Explanation:

The DEF is a tool to initiate surveys and if necessary corrective action at the following conditions:

- Over alert conditions with a common cause (Alert level has been exceeded in subsystems)
- Critical failures of systems and components
- Failures in ETOPS Systems or CAT II & III, B-RNAV, NAT-MNPS, RVSM
- Failures of dispatch required components or systems (no MEL relief)
- Components with low MTBUR or low MTBF
- Systems with high complaint rates
- Major Airworthiness irregularities (Incidents and delays reported via MCC Incident Report)
- Request from Flight Operations

When required corrective actions may affect procedures, technical and operational documentation and procedures, limits, changes to scope and frequency of maintenance processes and Maintenance Program, incorporation of vendor modifications, training, etc., this list is expandable to all suitable forms of improvements to solve conditions.

The DEF includes information gathered from Airframe's, Engine's, APU's and Component's manufacturers, as applicable, as well as other operators experience on the same subject, if available. The DEF has to include the following data.

Section A originated Documents (provided by CAMO Reliability Engineer)

1. Number of CAR/RDF
2. Reason for issue of the Report
3. ATA-Chapter of the handled problem
4. Aircraft description
5. Aircraft Registration Number
6. Date when the Report is opened
7. Date when the Report is closed

Section B (provided by the CAMO Reliability Engineer)

Analysis data collection: Contains detailed history data, separated in:

- B1) PIREPS (Defect Reports provided by Flight crews),
- B2) MAREP (Defect Reports provided by Maintenance Personnel)
- B3) Component Data (MTBUR, MTBF Data experienced by the operator)
- B4) Manufacturer Component Data and a detailed description of the fault history

Section C (provided by the CAMO System Specialist)

Outsource Investigation: Contains Information about applicable Component- and or Airplane Manufacturer publications and or related experience of other operators.

Section D (provided by the CAMO System Specialist and Reliability Engineer)

Analysis Investigation: Contains a summary of all related evaluations. Technical comments, which should be taken into consideration, are also provided in this section. This section should provide a decision guideline for an engineering proposal for an adequate corrective action.

Section E (provided by the CAMO System Specialist)

CAMO proposal: Provides a detailed technical proposal in order to avoid the recurring of event and the corrective action scenario. This part of the CAR should be discussed during the RCM.

Section F (provided by the Reliability Engineer)

Final Decision: Reliability Control Board comments during the Reliability Control Meeting to the Corrective Action Plan provided in Section E.

Date: ____/____/____