

FAA/HSAC PART 135 SYSTEM SAFETY RISK MANAGEMENT SAFETY ELEMENT 1.3.11 - CONTINUOUS ANALYSIS AND SURVEILLANCE (CAS) JOB AID

The Federal Aviation Administration (FAA) is proactively moving away from compliance-based safety surveillance programs to Systems Safety Risk Management programs to eliminate air carrier's accidents and incidents. System Safety Risk Management programs was initial implemented with all CFR Part 121 air carriers and are now being applied to CFR Part 135 air carriers.

The FAA reached the limit of its ability of utilizing compliance-based oversight programs in 1996 for CFR Part 121 air carriers. Compliance-based oversight program repeated the same surveillance activities without identifying the actual root causes that could lead to an unsafe operating practice and/or accident. It was based on only looking at meeting the minimum standards established by the rules and regulations. To react to any identified unsafe condition, new rules and regulations had to be enacted, which could expand over many years. The compliance-based oversight system was not an effective means in reducing the causal factors that lead to air carrier accidents.

System Safety Risk Management program, known as Surveillance Evaluation Program (SEP), was implemented in 2001, for CFR Part 121 air carriers to assess how an air carrier operations and maintenance organizations were operating as an integrated whole safety system. For their system to be considered safe, they have to be proactive in identifying potentially unsafe hazards and risk and mitigate it to a safe state. Safety must be built into the air carriers systems by addressing the FAA's primary seven System Elements and their associated sub-elements. Each System Element identifies questions regarding the effectiveness of that system by addressing the following topics of: Responsibility, Authority, Procedures, Control, Process Measurement, and Interfaces.

In 2004 the FAA and the Helicopter Safety Advisory Conference (HSAC) established a workgroup to assess the reasons for the increase of helicopter accidents occurring in the Gulf of Mexico and develop intervention strategies. From this workgroup four of the primary root causes of Gulf of Mexico Helicopter accidents were; "Failure of Equipment/Components", "Lack of Maintenance Supervision", "Lack of Proper Procedures – Maintenance", and "Not Following Proper Procedures – Maintenance". These root causes resulted in the development of intervention questions for each of the applicable System Safety Attributes under System Safety Element 1.3.11, CONTINUOUS ANALYSIS AND SURVEILLANCE (CAS).

The primary Safety Attribute questions defined within the System Safety Element will determine if an Operator's Policies and Procedures are adequately defined in having a System Safety program; the ability to identify Risk in its daily operations; and being able to mitigate that risk to prevent the future occurrences and/or accidents.

**FAA/HSAC PART 135 SYSTEM SAFETY RISK MANAGEMENT
SAFETY ELEMENT 1.2.11 CONTINUOUS ANALYSIS AND SURVEILLANCE (CAS) JOB
AID**

ELEMENT SUMMARY INFORMATION

A “YES” response to the questions means compliance with the statement or indicates the requirements were met. A “NO” response always indicates a negative response to the question and also means the requirements were not met. The air carrier is not complying with the requirements of the Safety Attribute question or the system is weak or inadequate in the area being evaluated. An explanation should always occur with a “NO” response.

Specific Regulator Requirements (SRR):

- 135.411(a)(2) and (b) Applicability of Maintenance Programs
- 135.413 Responsibility For Airworthiness
- 135.135.419 Approved Aircraft Inspection Programs
- 135.431(a, b) Continuing Analysis and Surveillance

Other CFRs and/or FAA Guidance:

FAA Order 8300.10, Volume 2, Chapter 65 - - “Evaluate Continuing Analysis and Surveillance Program/Revision”

FAA Order 8300.10, Volume 2, Chapter 66 - - “Approve a Reliability Program”

FA Order 8300.10, Volume 3, Chapter 37 - - “Monitor Continuing analysis and Surveillance Program/Revision”

Advisory Circular 12-17 -- “Maintenance Control by Reliability Methods”

FAA/HSAC PART 135 SYSTEM SAFETY RISK MANAGEMENT
1.3.11 CONTINUOUS ANALYSIS AND SURVEILLANCE (CAS)
SECTION 1 – RESPONSIBILITY ATTRIBUTE

Objective: To determine if there is a clearly identifiable qualified and knowledgeable person who is accountable for the quality of the process.

To meet the objective, the auditor will accomplish the following task:

1. Identify the person who is responsible for the quality of the Continuous Analysis and Surveillance (CAS) process.
2. Review the description in the manual that delineates the duties and responsibilities of the person.
3. Evaluate the person's qualifications and work experience (or resume if appropriate).
4. Review the appropriate organizational chart.
5. Discuss the Continuous Analysis and Surveillance (CAS) process with the person.

To meet the objective, the auditor will determine and record answers to the following questions:

1. Is there a clearly identifiable person in management who is answerable for quality of the Continuous Analysis and Surveillance (CAS) processes?	Yes No (explain)
2. Does the person understand the Procedure Attributes associated with the Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)
3. Does the person understand the Control Attributes associated with the Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)
4. Does the person understand the Process Measurement Attributes associated with the Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)
5. Does the person understand the Interface Attributes associated with the Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)
6. Are the duties and responsibilities for this position clearly documented in the air carrier's manual(s)?	Yes No (explain)
7. Are the qualification standards for this position clearly documented?	Yes No (explain)
8. Are the qualification standards for this position appropriate for the duties that are assigned?	Yes No (explain)
9. Does the person meet the qualification standards?	Yes No (explain)
10. Does the person acknowledge who has the responsibility for the Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)
11. Does the person know who has authority to establish and modify the Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)

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1.3.11 CONTINUOUS ANALYSIS AND SURVEILLANCE (CAS)
SECTION 2 – AUTHORITY ATTRIBUTE

Objective: To determine if there is a clearly identifiable qualified and knowledgeable person who has the authority to establish and modify the Continuous Analysis and Surveillance (CAS) process.

To meet the objective, the auditor will accomplish the following task:

1. Identify the person who has the authority to establish or modify the Continuous Analysis and Surveillance (CAS) process.
2. Review the description in the Manual that delineates the duties and responsibilities of the person.
3. Evaluate the person's qualifications and work experience (or resume' if appropriate).
4. Review the appropriate organizational chart.
5. Discuss the Continuous Analysis and Surveillance (CAS) process with the person.

To meet the objective, the auditor will determine and record answers to the following questions:

1. Is there a clearly identifiable person who has authority to establish and modify the air carrier's policies for the Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)
2. Does the person understand the Procedure Attributes associated with the Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)
3. Does the person understand the Control Attributes associated with the Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)
4. Does the person understand the Process Measurement Attributes associated with the Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)
5. Does the person understand the Interface Attributes associated with Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)
6. Is the authority of this position clearly documented in the air carrier's manual(s)?	Yes No (explain)
7. Are the qualification standards for this position clearly documented?	Yes No (explain)
8. Are the qualification standards for this position appropriate for the duties that are assigned?	Yes No (explain)
9. Does the person acknowledge that he/she has authority for Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)
10. Does the individual know who has the responsibility for the Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)
11. Are the procedures for delegation of authority clearly documented for the Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)

FAA/HSAC PART 135 SYSTEM SAFETY RISK MANAGEMENT
1.3.11 CONTINUOUS ANALYSIS AND SURVEILLANCE (CAS)
SECTION 3 – PROCEDURES ATTRIBUTE

Objective: To determine if the company has documented procedures for accomplishing Continuous Analysis and Surveillance (CAS) process.

To meet the objective, the auditor will accomplish the following task:

1. Review the documented instructions and information related to the Continuous Analysis and Surveillance (CAS) process to ensure that they contain who, what, where, when, and how.
2. Review the FAA Guidance and Specific Regulatory Requirements (SRR) included in the supplemental information section of this SAI.
3. Discuss the Continuous Analysis and Surveillance (CAS) process with appropriate personnel to gain an understanding of the procedures.
4. Observe the Operational Control process with appropriate personnel to gain an understanding of the procedures.

To meet the objective, the auditor will determine and record answers to the following questions:

1. Do written procedures exist to achieve the desired results of the Continuous Analysis and Surveillance (CAS) process?	
1.1 Do written procedures require both scheduled and unscheduled Audits? (SRR 135.431(a)]	Yes No (explain)
1.2 Do written procedures provide detailed instructions and information that explains the method for scheduling (frequency), conducting and documenting an audit of the following processes to identify deficiencies and ineffective procedures and practices:	
1.2.1. Is the aircraft maintenance inspection programs current, reasonable, efficient and effective?	Yes No (explain)
1.2.2. Is the aircraft maintenance Instructions Continued Airworthiness (ICA) manuals and maintenance forms current and available to mechanics and inspectors?	Yes No (explain)
1.2.3. Are the maintenance records being checked for accuracy and completeness and maintenance deferred items are being properly handled?	Yes No (explain)
1.2.4. Is scheduled inspections being conducted in accordance with aircraft maintenance inspection programs?	Yes No (explain)
1.2.5. Is unscheduled maintenance being conducted in accordance with aircraft maintenance program?	Yes No (explain)
1.2.6. Are mechanics and repairmen properly trained, qualified and authorized for the work being assigned?	Yes No (explain)
1.2.7. Are Inspectors properly trained, qualified and authorized for work being assigned?	Yes No (explain)
1.2.8. Are Inspectors that are performing Non-Destructive Testing (NDT) properly trained, qualified and authorized for the type of NDT being performed?	Yes No (explain)
1.2.9. Are Inspectors/mechanics properly trained, qualified and authorized to perform Required Inspection Items (RII)?	Yes No (explain)
1.2.10. Are calibrated tools and test equipment being maintained and have current inspections or calibration dates?	Yes No (explain)
1.2.11. Are aircraft replacement parts properly stored and reflect the current status of being in airworthy condition. Does the documentation accompanying the part reflect the maintenance action taken to return it to service and the certificate holder who accomplished the work?	Yes No (explain)

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1.2.12. Are the major repair and alteration documents properly classified and reflect the work that was accomplished with FAA approved data?	Yes No (explain)
1.2.13. Are contract maintenance vendors properly staffed, have current maintenance instructions/data, have qualified personnel and tools to accomplish the work in accordance with your maintenance program?	Yes No (explain)
1.3. Do written procedures provide a method for analyzing performance data that will alert attention to the effectiveness and/or need to make adjustments to maintenance programs, as follows: [AC 120-17 Maintenance Control by Reliability Methods]	
1.3.1. Aircraft Health Monitoring System for critical flight components (i.e. Manufacture Recommended - transmission magnetic plugs, chip detectors, oil analysis, vibration monitoring system, etc.)	Yes No (explain)
1.3.2. Aircraft Engine Health Monitoring System (i.e. Manufacture Recommended - oil sampling, performance trend analysis, Health Indication Test (HIT), Digital Eng. Control Incident Reports and Maintenance Page, Vibration Checks etc.)	Yes No (explain)
1.3.3. Trending unscheduled parts removals, confirmed failures of parts, shop findings on parts, repeated functional checks on parts, pilot aircraft log discrepancies, etc.	Yes No (explain)
1.3.4. Does the data collection system specify the type of source documents that will be utilized, i.e., Unscheduled Removals, Confirmed Failures, Service Difficulty Reports, Mechanical Interruption Summaries, Pilot Reports, Shop Findings, Bench Checks, Health Usage Monitoring System, Vibration Health Monitoring, and other sources the operator considers appropriate.	Yes No (explain)
1.3.5. Does the data collection system specify the flow of information from the source documents to the data entry system for analysis?	Yes No (explain)
1.3.6. Do written procedures provide detailed information and instructions for data analysis process?	Yes No (explain)
1.3.6. Does the data analysis process define the format of a report will have to delineate the performance data?	Yes No (explain)
1.3.7. Are the performance standards or norms clearly defined in the analysis process (The standard or norm may be running average, mean average, manufacturer’s standard, history or experience rate, tabulation, graphs, charts, or any other means measure performance against)?	Yes No (explain)
1.3.8. Does Data Analysis system utilize statistical performance standards and “Alert Values” for helicopter systems/components?	Yes No (explain)
1.3.9. Does Data Analysis system utilize numeric indicators of inspection discrepancy reports and analysis of these reports for adjusting Inspection Intervals?	Yes No (explain)
1.3.10. Does Data Analysis systems utilize other non-alerting type programs for a basis for continuous mechanical performance and if so can it be summarized to arrive at norms and negative trends i.e. component removal rates, reparative write-ups, etc.?	Yes No (explain)
1.4. Do written procedures identify the frequency that management will convene a meeting to address CAS reports and take action to mitigate the deficiencies?	Yes No (explain)
1.5. Do written procedures identify a CAS meeting processes i.e. previous monthly meeting minutes, discuss items with over-alerts, actions being taken, adjustments to maintenance intervals, special inspections, or other changes to the maintenance program to reduce the alerts?	Yes No (explain)

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1.6. Do written procedures place deadlines on implementing corrective action plans for all CAS deficiencies?	Yes No (explain)
1.7. Do written procedures identify the persons responsible for reviewing CAS report and the process of assigning the action to a person for development of a plan to correct the CAS deficiencies?	Yes No (explain)
1.8. Do written procedures explain the method for validating the results of the corrective actions after they have been implemented and make a determination if the Severity and Likelihood of the Risk deficiency has been mitigated?	Yes No (explain)
1.9. Do written procedures define how the deficiencies are track from month to month or until closure for all deficiencies?	Yes No (explain)
1.10. Do the written procedures identify: who what, where, when, and how?	Yes No (explain)
1.11. Does the air carrier have the resources to support the written procedures for the CAS program?	Yes No (explain)
1.12. Are the procedures published in different manuals relating to the CAS process consistent?	Yes No (explain)
1.13. Does the air carrier have a documented process in their manual(s) to assess the impacts of changing procedures for the CAS process?	Yes No (explain)
1.14. Were all observations unrelated to the CAS process satisfactory?	Yes No (explain)
1.15. Do written procedure provide the minimum standards for auditors including:	
1.15.1. Qualifications; and	Yes No (explain)
1.15.2. Training (including recurrent training)?	Yes No (explain)
1.16. Do written procedures provide that when functioning as an auditor, the individual is under the control and direction of the audit unit?	Yes No (explain)
1.17. Do written procedures explain the method for acquiring and using reports resulting from FAA inspections?	Yes No (explain)
1.18. Do written procedures identify the individual(s) who are responsible for monitoring the aircraft, aircraft systems, or appliance for mechanical performance?	Yes No (explain)
1.19. Do written procedures provide a method to identify emergency/critical situations, determine root causes, and be able to formulate a plan to ensure that similar conditions do not occur in like equipment?	Yes No (explain)
1.20. Do written procedures require that at least 20% of audits are random and unannounced?	Yes No (explain)
1.21. Do written procedures explain a method for collection and retention of data for short-term, long-term, and emergency monitoring?	Yes No (explain)
1.22. Do written procedures require retention of results or reports until the re-audit indicates that the deficiency has been corrected?	Yes No (explain)
2. Do the procedures identify: who what, where, when and how?	Yes No (explain)
3. Are the procedures in compliance with the CFR(s)?	Yes No (explain)
4. Do the procedures conform to other written guidance (e.g., Operations Specifications, FAA Orders, Airworthiness Directives, Advisory Circulars, Handbook Bulletins, Directives, and Manufacture’s Recommendations)?	Yes No (explain)

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5. Does the air carrier have the resources to support the written procedures for the Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)
6. If alternate procedures exist for use during irregular conditions, do they achieve the same desired results as the primary procedures so that an equivalent level of safety is maintained?	Yes No (explain)
7. Are the procedures published in different manuals relating to the Continuous Analysis and Surveillance (CAS) process consistent?	Yes No (explain)
8. Does the air carrier have a documented method for assessing the impacts of procedural changes to the Continuous Analysis and Surveillance (CAS) process?	Yes No (explain)
9. Best practices/favorable comments:	

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SECTION 4 – CONTROL ATTRIBUTE	
Objective: To determine if checks and restraints are designed into the Continuous Analysis and Surveillance (CAS) process to ensure a desired result is achieved.	
<i>To meet the objective, the auditor will accomplish the following task:</i>	
1. Review the documented instructions and information related to the Continuous Analysis and Surveillance (CAS) process.	
2. Discuss the Continuous Analysis and Surveillance (CAS) process with appropriate personnel to gain an understanding of the controls.	
3. Observe the Continuous Analysis and Surveillance (CAS) process to gain an understanding of the controls.	
<i>To meet the objective, the auditor will determine and record answers to the following questions:</i>	
1. Are the following checks and restraints built into the Continuous Analysis and Surveillance (CAS)	
1.1 Does the air carrier have procedure to ensure the desired results for audits as follows:	
1.1.1 Qualified auditors will not perform audits on their own work area;	Yes No (explain)
1.1.2 Intimidation of auditors will not be tolerated and any intimidations will be reported to the person(s) assigned the responsibility for the CAS program and upper management;	Yes No (explain)
1.1.3 All audits will identify the hazard and direct consequence of a deficiency along with the severity and likelihood of occurrence;	Yes No (explain)
1.1.4 All deficiencies will be ranked based on severity and likelihood of occurrence and reflected in a report;	Yes No (explain)
1.1.5 Management will ensure the reports are accurate and reflective of the audit findings;	Yes No (explain)
1.1.6 Management will maintain a schedule of audits and 20% of the schedule should be random and unannounced audits?	Yes No (explain)
1.1.7 Management will retain the copies of the CAS reports and track the corrective actions and re-evaluations to determine effectiveness of the CAS audits.	Yes No (explain)
1.2. Does the air carrier have procedure to ensure the desired results for Performance Data Analysis as follows:	
1.2.1. Management will review the Performance Data Analysis for accuracy prior to submission of the report for review by members of CAS meeting;	Yes No (explain)
1.2.2. Management will retain the copies of the Performance Data reports and track the corrective actions and re-evaluate the performance to determine the effectiveness. The results will be reflected in the next report.	Yes No (explain)
1.2.3. Does the air carrier maintain a list of short term, long-term, and emergency monitoring procedures for the following emergency/critical situations:	
1.2.3.1. Any engine flameouts or shutdowns during flight;	Yes No (explain)
1.2.3.2. Uncontained engine failures;	Yes No (explain)
1.2.3.3. Any premature failures of life-limited parts?	Yes No (explain)

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1.2.3.4. Any tail or main rotor blade separations in flight, and;	Yes No (explain)
1.2.3.5. Critical structural failures	Yes No (explain)
1.2.4. Does the air carrier maintain a list of short term, long-term, and emergency monitoring procedure for the following day-to-day situations:	
1.2.4.1. Daily mechanical problems of each aircraft;	Yes No (explain)
1.2.4.2. Non-availability of spare parts;	Yes No (explain)
1.2.4.3. Inadequate manpower to perform maintenance;	Yes No (explain)
1.2.4.4. Deferred maintenance items – excessive number and time:	Yes No (explain)
1.2.4.5. Safety-related failures;	Yes No (explain)
1.2.4.6. Recurring maintenance problems;	Yes No (explain)
1.2.4.7. Excessive unscheduled maintenance; and	Yes No (explain)
1.2.4.8. Maintenance delays/cancellations?	Yes No (explain)

FAA/HSAC PART 135 SYSTEM SAFETY RISK MANAGEMENT**1.3.11 CONTINUOUS ANALYSIS AND SURVEILLANCE (CAS)****SECTION 5 – PROCESS MEASUREMENT ATTRIBUTE**

Objective: To determine if operator measures and assesses the Continuous Analysis and Surveillance (CAS) process to identify and correct problems or potential problems.

To meet the objective, the auditor will accomplish the following task:

1. Review the documented instructions and information related to the Continuous Analysis and Surveillance (CAS) process.
2. Discuss the Continuous Analysis and Surveillance (CAS) process with appropriate personnel to gain an understanding of the controls.
3. Observe the Continuous Analysis and Surveillance (CAS) process to gain an understanding of the controls.

To meet the objective, the auditor will determine and record answers to the following questions:

1. Does the air carrier's Continuous Analysis and Surveillance (CAS) process include the following process measurements?	
1.1. Does the air carrier document their Process Measurement methods and results?	Yes No (explain)
1.2. Does the air carrier take corrective action in response to Procedures or Control Attributes in response to identified Hazards/Risk discovered during audits?	Yes No (explain)
1.3. Does the air carrier re-evaluate the corrective actions to determine the following: the original hazard, consequence, severity and likelihood have been mitigated effectively?	Yes No (explain)
1.4. Does the air carrier conduct an independent audit of the CAS program at least biannually to ensure that it meets its intended function (audits conducted by persons not associated with the CAS program)?	Yes No (explain)
1.5. Does the air carrier conduct at least 20% of its audits in a random, unannounced fashion?	Yes No (explain)
1.6. Does the air carrier produce a report reflecting the results of the performance data analysis and does it reflect the following:	
1.6.1. Systems/components that exceeded the established performance standards and discussions of what action has taken or planned;	Yes No (explain)
1.6.2. Discussion of continuing over-alert conditions carried forward from the previous report and;	Yes No (explain)
1.6.3. Explanation of changes that have been made or planned in the maintenance program, inspection intervals or changes to maintenance process/task;	Yes No (explain)
1.6.4. The report will reflect the successes of the corrective actions that were taken in reducing the original hazard and consequence.	Yes No (explain)
1.7. Assignments of personnel that are responsible for taking action and due date for completion of the assignment are tracked.	Yes No (explain)
2. Does the Process Measurements methods appear to be affective?	Yes No (explain)
3. Does the air carrier use their Process Measurement results to improve their programs?	Yes No (explain)
4. Are the Process Measurement results available accessible to the FAA?	Yes No (explain)
5. Does the organization that conducts the process measurement have direct access to the person(s) with the responsibility and authority for the CAS processes?	Yes No (explain)

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SECTION 5 – PROCESS MEASUREMENT ATTRIBUTE

6. Does the air carrier have the resources to support the Process Measurement for the Operational Control process?	Yes No (explain)
7. Were all observations unrelated to the Process Measurement satisfactory?	Yes No (explain)
8. Best practices/favorable comments:	

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SECTION 6 – INTERFACES ATTRIBUTE	
Objective: To determine if operator identifies and manages the interactions between the Continuous Analysis and Surveillance (CAS) process includes safety attributes.	
<i>To meet the objective, the auditor will accomplish the following task:</i>	
1. Review the documented instructions and information related to the Continuous Analysis and Surveillance (CAS) process.	
2. Discuss the Continuous Analysis and Surveillance (CAS) process with appropriate personnel to gain an understanding of the interfaces.	
3. Observe the Continuous Analysis and Surveillance (CAS) process to gain an understanding of the controls.	
<i>To meet the objective, the auditor will determine and record answers to the following questions:</i>	
1. Are the following interfaces identified for the Continuous Analysis and Surveillance (CAS) process:	
1.1. Aircraft (Element 1.1)	Yes No (explain)
1.2. Maintenance Organization (Element 1.2)	Yes No (explain)
1.3. Records and Reporting (Element 1.2)	Yes No (explain)
1.4. Manual Management (Element 2.1)	Yes No (explain)
1.5. Maintenance Personnel Qualification (Element 4.1)	Yes No (explain)
1.6. Maintenance Training Program (Element 4.2.1)	Yes No (explain)
1.7. RII Training Requirements (Element 4.2.2)	Yes No (explain)
1.8. Mechanics and Repairmen (Element 4.4)	Yes No (explain)
1.9 RII (Element 1.3.4)	
1.9. Line Stations (Servicing and Maintenance) (Element 5.1.1)	Yes No (explain)
1.9 RII Personnel (element 4.1.11)	
1.10. Weather Reporting Facilities/SWARS Stations (Element5.1.2)	Yes No (explain)
1.11. Altimeter Setting Sources (Element 5.1.4)	Yes No (explain)
1.12. Director of Maintenance (Element 7.1.1)	Yes No (explain)
1.13. Chief Inspector (recommended Part 135 for System Safety program) (Element 7.1.2)	Yes No (explain)
1.14. Director of Safety (recommended Part 135 for System Safety program) (Element 7.1.3)	Yes No (explain)
1.15. Other programs approved Operations Specifications	Yes No (explain)
2. List any additional interfaces identified:	Yes No (explain)
3. Are there written procedures for the use of air carrier personnel in the application of these interfaces?	Yes No (explain)

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SECTION 6 – INTERFACES ATTRIBUTE

4. Are there controls to ensure that interfaces occur?	Yes No (explain)
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