



U.S. Department
of Transportation
Federal Aviation
Administration

Advisory Circular

Subject: Developing and Implementing an
Air Carrier Continuing Analysis and
Surveillance System

Date: 05/17/13

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Initiated by: AFS-300

Change: 1

1. PURPOSE. This advisory circular (AC) provides information for developing and implementing a Continuing Analysis and Surveillance System (CASS). This AC is also a method of compliance with certain 14 CFR regulatory requirements and provides information about the FAA's expectations regarding your development and implementation of a CASS.

2. PRINCIPAL CHANGES. This change adds a note in Chapter 5, paragraph 5-2, regarding related information that can be found in AC 39-9, Airworthiness Directives Management Process.

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/s/ for

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Director, Flight Standards Service

(i) Maintenance Recordkeeping System.

1. You or other persons generate and retain maintenance records and current status records in accordance with your manual procedures.
2. Maintenance records and current status records are complete and correct.
3. You or other persons appropriately evaluate, accomplish, and track Airworthiness Directives (AD).
4. ADs with an alternative method of compliance (AMOC) and ADs that have been reconfigured (undone) are appropriately evaluated for accomplishment and for other modifications in the affected area (Supplemental Type Certificate (STC), major repairs, and alterations), documentation, and tracked.

NOTE: The current edition of AC 39-9, Airworthiness Directives Management Processes, provides you with additional information and guidance on developing a management process to help you comply with part 39, Airworthiness Directives.

5. The maintenance recordkeeping system identifies life-limited parts and tracks the current status time in service.

(j) CASS.

1. Your CASS ensures that you or other persons properly execute all elements of your maintenance program and that they are consistently effective by design rather than by chance.
2. Senior management reviews CASS issues on a regularly scheduled basis. They hold meetings of CASS or maintenance management committees or boards on a regular basis to discuss findings, analysis, and the progress of corrective actions. These meetings may address events, as well as statistical data and trends.

(6) Objective of CASS Audits. Most of your CASS audits should be primarily proactive, searching out potential problem areas in program execution before they result in undesirable events. However, your CASS procedures may also be reactive when they address how to direct audits in response to events or a series of events. For example, an analysis of rejected takeoffs, unscheduled landings, in-flight shutdowns, or accidents or incidents may indicate the need for special audits or surveillance. One of the activities of a CASS identifies indications of program weaknesses or deficiencies through an analysis of trends. For example, your CASS auditors would not necessarily investigate a single maintenance-related rejected takeoff. A CASS would, however, consider whether that instance, coupled with other instances, indicated a need to focus audits on a particular issue.

(7) Informal Communications Within a CASS. Your auditors and analysts should maintain informal lines of communication with your personnel in the various maintenance departments, so that your maintenance personnel can discuss concerns they may have. Through