

**JAA/FAA/TCCA**  
**International MRB Policy Board**  
**Issue Paper**

**Date; 18/07/2003**  
**IMRBPB # 059**

<b>Title:</b>	Analysis of hidden functions of systems operated during an emergency situation
<b>Submitter:</b>	Bombardier Aerospace, Regional Aircraft
<b>Issue:</b>	Guidance is still missing for the analysis of normal systems (section 2-3-2 & 2-3-5 of ATA MSG-3 Rev 20023.1) that can also be operated during an emergency situation using the same interface, same components and same functional modes as in a normal mod of operation. By normal systems it is understood that these systems are used on a daily basis, during the performance of the normal duties of the operating crew.
<b>Problem:</b>	In the case of a normal system being used on a daily basis the same as it would be during an emergency situation, and having all its failure modes evident, the failure of the protective function is evident to the operating crew during the performance of their normal duties. Considering that the failure is “evident” and has a direct adverse effect on safety, a failure effect category 5 is selected and there is no choice but to define a task that is not applicable and effective nor provides any benefit to the maintenance program.
<b>Recommendation:</b>	when considering a normal system that can also be operated during an emergency situation, the analysis of such a system should only consider the normal mode of operation and the protective function should not require analysis. (see attachment for more detailed explanation).

<b>IMRBPB Position:</b>
August 20, 2003
Same position as for IP 47, ( Each member NAA will publish their policy on this and circulate to other NAA’s.)
<b>Issue Paper closed</b>

**Important Note:** The IMRBPB positions are not policy. Positions become policy only when the policy is issued formally by the appropriate National Aviation Authority. (JAA, FAA or TCCA)

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