

**ATA MSG-3, “Operator/Manufacturer Scheduled Maintenance Development”**  
for Revision 2007.1

## **2-3-5. Consequences of Failure (First Level)**

The decision logic diagram (Ref. [Figure 2-2.1]) facilitates the identification of the tasks required. There are four first level questions.

### **1. Evident or Hidden Functional Failure**

**QUESTION 1: IS THE OCCURRENCE OF A FUNCTIONAL FAILURE EVIDENT TO THE OPERATING CREW DURING THE PERFORMANCE OF NORMAL DUTIES?**

This question asks if the operating crew will be aware of the loss (failure) of the function during performance of normal operating duties. Question 1 must be asked for each functional failure of the item being analyzed. The intent is to segregate the evident and hidden functional failures. The operating crew consists of qualified flight compartment and cabin attendant personnel who are on duty. Normal duties are those duties associated with the routine operation of the aircraft on a daily basis. Failures can only be considered evident if apparent before the next day, otherwise the analysis must consider it a hidden failure.

If there is uncertainty about the frequency of use of certain systems, and assumptions are to be made, then the assumptions made must be recorded in the analysis for later verification. This applies equally to assumptions made concerning tests that are performed automatically by electronic equipment.

Ground crew is not part of the operating crew.

Flight crew "normal duties" are described (in part) in the Airplane Flight Manual (AFM) and must be accomplished by the flight crew. Working groups may consider these flight crew checks part of the operating crew's "normal duties" for the purpose of categorizing failures as evident in the MSG-3 analysis. It should be documented in the analysis whenever credit is taken for such flight crew checks.

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