

JAA/FAA/TCA
International MRB Policy Board

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IMRBPB 019
JAA 97-001

- Title** The use of Engine Condition Trend Monitoring programmes as an applicable and effective alternative to the On-Condition maintenance programmes produced as a result the M.S.G. analysis.
- Submitter** Gordon. C. Monteath, Aero International (Regional).
- Issue** Acceptance-ice by the IMRBPB of the principle of using Engine Condition Trend Monitoring as an applicable and effective method of determining the initial maintenance requirements for certain Maintenance Significant Items as an alternative to using maintenance programmes derived purely as a result M.S.G. analysis.
- Problem** Engine Condition Trend Monitoring requires that a combination of activities are carried out correctly and in a timely fashion to ensure that the process produces applicable and effective maintenance tasks. With the exception of the gathering of the data required, the process is carried out remote from the aircraft. This places the process out with the jurisdiction and control of the Maintenance Review Board. Many operators, after having set up their initial maintenance programmes in accordance with the Maintenance Review Board Report requirements, revise their programmes, with the agreement of their local regulatory authority, to take advantage of the Engine Manufacturer Engine Condition Trend Monitoring programmes.
Agreement with the principle that Engine Condition Trend Monitoring programmes do provide an effective method of establishing the maintenance intervals for certain engine maintenance significant items and that they may be included, or referred to, in the Maintenance Review Board Report would prevent many operators from having to revise their maintenance programmes shortly after initiation to introduce an Engine Condition Trend Monitoring Programme.
The agreement for a particular operator to be permitted to have an Engine Trend Monitoring Programme in its initial maintenance programme would have to rest within the local regulatory authority. The decision should be based on the operators ability to comply fully with all the requirements of the programme.
- Recommendation** The International Maintenance Review Board Policy Board permits the inclusion, or mention, of Engine Condition Trend Monitoring programmes as an alternative method of determining, the initial Maintenance programmes for applicable Maintenance Significant Items.

IMRBPB Position.

- a) *Engine Condition Trend Monitoring (ECTM) is not a task derived from any MSG-3 analysis---it is not a maintenance task as defined by MSG-3---no maintenance task are deferred in the analysis or MRB document because of ECTM.*
- b) *ECTM is s a monitoring process that must be accomplished by the operator (flight crew)--- albeit that maintenance personnel in most cases do it (the plotting) but a maintenance person (A&P) cannot sign for it on a task card.*
- c) *ECTM is considered part of an operators overall reliability program (data gathering)---therefore the IMRBPB did not consider this part of the MRB policy mandate and process.*
- d) *ECTM is recognized as a valuable aid in the operator monitoring engine performance and planning related maintenance actions*

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 TCA).