

**International Maintenance Review Board Policy Board (IMRBPB)
Issue Paper (IP)**

Initial Date: January 2007

IP Number: 89

Revision / Date: 1 dated 22/FEB/2007

Title: Process for coordinating MSG-3 derived tasks with Certification Maintenance Requirements (CMR's).

Submitter: Embraer

Issue: The current MSG-3 document does not describe a process for coordinating the MSG-3 derived tasks with CMR's.

Problem: The absence of a process for coordinating the MSG-3 derived tasks with CMR's in the MSG-3 document is causing discussions about:
 - What is the criteria for deciding when a Candidate CMR will not become a CMR?
 - What is the criteria for the decision of covering or not a CCMR with a MSG-3 task?
 - How to deal with the MSG-3 tasks that have the same intent of a CCMR and decided to cover a CCMR?

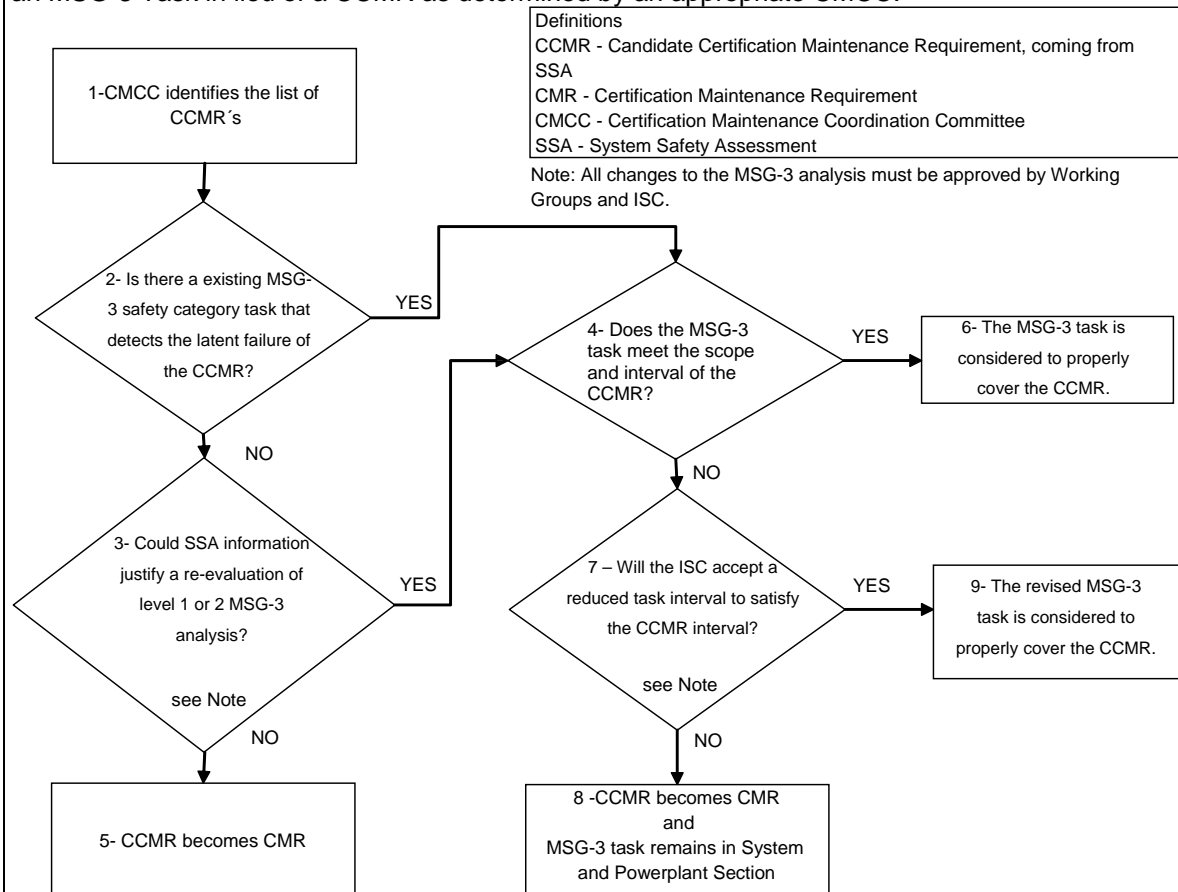
Recommendation (including Implementation): Revise the MSG-3 document section 2-3-8 item 6 with the following statement:

From:

"The process for coordinating MSG-3 derived tasks with CMRs is described in detail in AC 25-19 and involves a Certification Maintenance Coordination Committee (CMCC) that may influence the MWG's interval decision."

To:

"The process for coordinating MSG-3 derived tasks with CCMRs involves a Certification Maintenance Coordination Committee (CMCC) as described by the AC 25-19. The CMCC may influence the MWG's decision as per the flowchart below. Following this process should be an acceptable means of using an MSG-3 Task in lieu of a CCMR as determined by an appropriate CMCC.



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- 1- CMCC identifies the CCMR's from the System Safety Assessment (SSA), based on AC 25-19.
- 2- CMCC determines if a MSG-3 defined safety category task exists that will detect the latent failure identified in the SSA.
- 3- If a MSG-3 task does not exist, the CMCC will ask the ISC/WG if a reassessment of the MSG-3 analysis is possible to include a task, based on additional information provided by the SSA report.
- 4- If the reassessment was performed, and a MSG-3 task generated, does that task meet the interval and scope of the CCMR? If the scope does not meet the intent of the CCMR, go directly to box 8.
- 5- If the reassessment was not performed, or if the reassessment did not generate a MSG-3 task, then the CCMR becomes a CMR.
- 6- The MSG-3 task is considered to properly cover the CCMR.
- 7- The ISC/WG may accept a CMCC proposed reduction in the MSG-3 task interval, in lieu of a CMR. ISC/WG should consider advantages and disadvantages of either. No change to scope should be acceptable.
- 8- If the ISC/WG does not accept the CMCC proposed change, then a CMR is established. The CMR and MSG-3 tasks remain independent.
- 9- If the ISC/WG accepts the CMCC proposed task, the revised MSG-3 task is considered to properly cover the CCMR.

IMRBPB Position:

Date: 21/FEB/2007

Position: PB agrees with the proposed additional guidance and for implementation in the next MSG-3 revision.

Status of Issue Paper (when closed state the closure date):

Closed the 22/FEB/2007

Recommendation for implementation:

To be included in MSG-3, no need of specific regulatory implementation, However action item is open to provide the information to each NAA certification office for coordination with AC 25-19 or equivalent.

Important Note: The IMRBPB positions are not policy. Positions become policy only when the policy is issued formally by the appropriate National Aviation Authority.