

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

Initial Date: 28/APR/2016
IP Number: IP158
Revision / Date: 00 / 28 April 2016

Title: Description of Scheduled and Non-scheduled maintenance

Submitter: EASA

Issue: It is considered that the description of “non-scheduled maintenance” provided in para 1-1, 2-1-2 sub-para 2 & 3 is confusing regarding MSG3 analysis. Currently non-scheduled maintenance should not be subject to MSG3 analysis or included in final MRBR.

Problem: As MSG3 currently reads, "scheduled maintenance" contains "non-scheduled tasks". This is contradictory to para 2-1-2.2 which excludes non-scheduled maintenance from MSG3 document methodology. In addition, it is felt also that the mention of non-scheduled or non-routine maintenance in MSG3 should not be part of the document as it can be confusing, therefore, it is being proposed to change paragraphs 1-1 and 2-1-2.3.

Recommendation (including Implementation): Update MSG3 document as follows

1-1. Objective

[...]

~~Historically, the~~ Initial scheduled maintenance tasks and intervals ~~are have been~~ specified in **Maintenance Review Board (MRB) Reports**. MSG-3 is intended to facilitate the development of initial scheduled maintenance. ~~The remaining maintenance, that is, non-scheduled or non-routine maintenance, consists of maintenance actions to correct discrepancies noted during scheduled maintenance tasks, other non-scheduled maintenance, normal operation, or data analysis.~~

2-1-2. Approach:

[...]

2. Scheduled Maintenance Content

The content of the scheduled maintenance itself consists of ~~two groups of tasks:~~ a) ~~A~~ a group of scheduled tasks to be accomplished at specified intervals. The objective of these tasks is **to identify failures and** to prevent deterioration of the inherent safety and reliability levels of the aircraft. The tasks in scheduled maintenance may include:

- (1) Lubrication/Service (LU/SV or LUB/SVC)
- (2) Operational/Visual Check (OP/VC or OPC/VCK)
- (3) Inspection/Functional Check (IN*/FC or */FNC)
 - * General Visual Inspection (GV or GVI)
 - * Detailed Inspection (DI or DET)
 - * Special Detailed Inspection (SI or SDI)
 - * Scheduled Structural Health Monitoring (S-SHM)
- (4) Restoration (RS or RST)
- (5) Discard (DS or DIS)

~~and~~

Applies To:	
Vol 1:	
Vol 2:	
Both:	X

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

Initial Date: 28/APR/2016
IP Number: IP158
Revision / Date: 00 / 28 April 2016

- ~~b) A group of non-scheduled tasks which result from:~~
~~(1) The scheduled tasks accomplished at specified intervals.~~
~~(2) Reports of malfunctions (usually originated by the operating crew).~~
~~(3) Data analysis.~~

~~The objective of these non-scheduled tasks is to restore the aircraft to an acceptable condition.~~

An efficient program is one which schedules only those tasks necessary to meet the stated objectives. It does not schedule additional tasks which will increase maintenance costs without a corresponding increase in reliability protection.

3. Method for Scheduled Maintenance Development

This document describes the method for developing the scheduled maintenance. ~~Non-scheduled maintenance results from scheduled tasks, normal operation or data analysis.~~

[...]

IMRBPB Position:

Date: 28 April 2016

Position: IMRBPB has agreed the proposed changes, CIP EASA-2016-04 closed as IP158

Status of Issue Paper (when closed state the closure date): 28 April 2016

Recommendation for implementation:

Update paragraphs above in the next revision of MSG-3

Retroactive: N/A

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