

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

Initial Date: 27 Apr 18
IP Number: IP 181
Revision / Date: 0

Title: Deletion of Note in § 2.3.1-2 of MSG-3 Volume 2

Applies To:	
MSG-3 Vol 1	
MSG-3 Vol 2	X
IMPS	

Submitter: Airbus Helicopters

Issue: In 2005, IP 066 was incorporated into MSG-3 to comply with SFAR 88 regulations for those aircraft that were in service at that time and whose initial certification did not include fuel tank ignition prevention requirements. As a result, section 2.3.1 was revised with a “NOTE” added in Step 2.

In 2013, this note was kept in the MSG-3 Volume 2 in order to limit the differences between Volume 1 and Volume 2. However, no helicopter will ever be concerned by this note because no MRBR was developed on helicopters before 2005.

Problem: The note included in Section 2.3.1-2 does not add anything to Volume 2, is not applicable on helicopters and unnecessarily complicates the reading of MSG-3 Volume 2.

Recommendation (including Implementation):

The recommendation is to delete the Note from section 2.3.1-2 of MSG-3 Volume 2 as below:

2. Step 2.

Using a top-down approach, the manufacturer establishes the list of items to which the MSI selection questions will be applied.

~~NOTE: Regulatory policy developed for fuel tank system safety Instructions for Continued Airworthiness (ICA), requires the identification of design features that may result in development of ignition sources in the fuel tank systems; e.g., the bonding subsystem to carry electrical current generated in the event of lightning, and the wire harnesses in an around fuel tanks that maintain separation to prevent wire contact/chafing. These design features are to be included in MSI selection and analysis.~~

There is no real need to render this deletion retroactive.

IMRBPB Position:

Date: 27 Apr 18

Position: Closed in 2018 Meeting as IP 181

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Status of Issue Paper and date:

Active

Recommendation for implementation:

Retroactive: Y/ N

Important Note: The IMRBPB IPs are not policy. An IP only becomes policy when the IP is adopted into the processes of the appropriate National Aviation Authority. However, before formal adoption, the IP content may be incorporated by the MRB applicant on a voluntary basis with the agreement of all parties as detailed in the program PPH.