



### 2-3-2. Analysis Procedure

[illegible]

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

## 2-4-1. Aircraft Structure Defined

Aircraft structure consists of all load carrying members including wings, fuselage, empennage, engine mountings, landing gear, flight control surfaces and related points of attachment. The actuating portions of items such as landing gear, flight controls, doors, etc. will be treated as systems components and will be analyzed as described in [Section 2-3]. **The attachment fittings of the actuators to the airframe will be treated as structure, while the dynamic components such as hinge bearings will be treated as System components. Structure-to-structure attach points, not otherwise associated with an aircraft system (e.g., pylon attach fittings and diagonal braces) that feature bearings will be treated as structure. However, since the Structural Analysis Procedure may not provide appropriate tasking for maintaining such attach points, this information should be coordinated with the appropriate Systems Working Group in accordance with established transfer policy and procedures.**

## 1. Significant and Other Structure

[illegible]

## 2-4-2. Scheduled Structural Maintenance

The primary objective of the scheduled structural maintenance is to maintain the inherent airworthiness throughout the operational life of the aircraft in an economical manner. To achieve this, the inspections must meet the detection requirements from each of the AD, ED and FD assessments. Where applicable, other sources of damage/deterioration, such as wear, are to be also considered when establishing scheduled maintenance requirements. Full account may be taken of all applicable inspections occurring in the fleet.

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