

JAA/FAA/TCCA
International MRB Policy Board
Issue Paper

Date 20/06/95
IMRBPB # 001
JAA 95-001

Title: The use of previously approved analysis for simple M.S.I.'s.

Submitter: G.C.Montearth, Jetstream Aircraft Limited.

Issue: Acceptance by the IMRBPB of the principal of using of previously approved maintenance analysis of simple M.S.I.'s for use on future projects or revisions to existing projects.

Problem: The maintenance evaluation process is an extremely resource intensive procedure. Within certain sections of Industry difficulties are being encountered in providing the adequate resources. This is being manifested by the difficulties being experienced by some manufacturers in ensuring adequate representation on Working Groups by all sections of the Industry. This topic is further discussed in the supporting paper, Attachment Number 1, which is attached

Recommendation:

This proposal seeks to reduce the costs of producing maintenance Programme Proposal or a revision to an existing Maintenance Review Board Report by utilizing maintenance analysis, which has previously been approved by a Maintenance Review Board. The use of the previously approved analysis will enable the available resources to be fully utilized on Maintenance Significant Items of greater importance and which are not standard to many aircraft types. The attachment Number 2 illustrate the Jetstream Aircraft Limited draft Policy and Procedure Handbook revision to introduce the proposal.

IMRBPB Position:

The IMRBPB agrees on principle with the concept of using previously approved analysis for simple MSI's, as long as certain concerns are addressed.

The IMRBPB agrees that an MSG-3 MCI analysis developed for one aircraft model can be used on a different model aircraft. However, the concept of "similar system" needs clarification: slight changes in the system architecture and utilization can cause significant alteration in system reliability and economics, with a corresponding change in MSG-3 analysis results. Therefore, MSI system architecture and utilization must be identical if the analysis can be accepted for use on another model aircraft unless "similarity" is more precisely defined and in a conservative manner.

In addition, the analysis being used must have been done with the same MSG level and revision unless there are no differences in the procedure. In summary the IMRBPB believes that some previously completed analysis could be used provided the applicant demonstrate that the utilization and design parameters of the MSI are identical from a top down MSG-3 analysis standpoint.

For standardization purpose, the IMRBPB recommends that this proposal be incorporated by ATA in next revision of MSG-3 (MSG-4?)

August 19, 2003

Issue paper closed – Final position as stated above

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 TCCA)

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