

JAA/FAA/TCCA
International MRB Policy Board
Issue Paper

Date: 08-11-99
IMRBPB #029
TCA 99-001

Title:	Standard of RCM logic analysis
Submitter:	Transport Canada (Henry Dyck)
Issue:	The IMRBPB needs to establish a recognised standard/criteria for RCM processes. SAE have published a document (JA 1011) outlining evaluation criteria for RCM processes and the IMRBPB should seriously look at this as a means of establishing our own criteria.
Problem:	The current ATA MSG-3 logic analysis was developed from the RCM handbook and revised periodically to reflect experience gained. Since the last revision (1993) we have learned that further revisions may be in progress. The IMRBPB needs to be able to provide guidance for ATA and whoever else that may be writing RCM process.
Recommendation:	SAE have drafted a document establishing standards/criteria for RCM processes and serious consideration should be made to adopt this as the minimum International standard for RCM processes. I believe John Moubray's intended presentation will further expand and elaborate on the issue.

IMRBPB Position:

The IMRBPB is looking forward to industry input and to proposal for a standard and guidelines for an improved analysis process. We encourage the newly founded MSG-3 Committee to invite all OEM, operations and regulatory officials to participate in this improvement process (in a timely manner).

August 19, 2003

ATA's response was reviewed, as was the IMRBPB Charter. As a result the IMRBPB is of the view that this is an ongoing activity fundamental to the IMRBPB's goals and has taken the following position.

Position amended to include; "The IMRBPB is established as a body for the continuing development of policies, procedures, and guidance for the use of personnel operating under the purview of various Maintenance Review Boards (MRB's). In addition to promoting harmonization with other regulatory authorities, the IMRBPB would advocate the standardization of MRB policy and procedures."

Issue paper closed – Final position as stated above

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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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