Title: Recognition of an Evident Failure

Submitter: TCCA

Issue: The current definition of evident failure is open to unsatisfactory interpretation resulting in faulty analysis being applied.

Problem: With the advent of electronic messaging equipment the failure can be hidden for an unknown period of time pending some after-flight procedure and or system interrogation. Only at this time does the failure become “evident”. However some analysis is being done that gives credit of a evident failure when in fact it is hidden at the time of failure.

Previous issue papers did not resolve this issue.

Recommendation: A IMRBPB needs to establish a policy that states such failures can only be considered evident if enunciated at the time of failure otherwise the analysis must consider it a hidden failure.

IMRBPB Position:

December 2001:

Failures can only be considered evident if enunciated at the time of failure otherwise the analysis must consider it a hidden failure. ATA are requested to address the issue while taking into account the design concepts of aircraft manufacturers.

August 19, 2003

Position: This was revisited and the position remains as stated above.

September 2004

Position: Issue paper revised to state “Failures can only be considered evident if apparent before the next day, otherwise the analysis must consider it a hidden failure”.

Issue paper closed.

23/FEB/2007
IP re-open through IP 72 review, agreement to come back on initial decision and not add any thing to the existing MSG 3 rev 2005.1 text.

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