Title: Process for coordinating MSG-3 derived tasks with Certification Maintenance Requirements (CMR’s).

Submitter: Embraer

Issue: The current MSG-3 document does not describe a process for coordinating the MSG-3 derived tasks with CMR’s.

Problem: The absence of a process for coordinating the MSG-3 derived tasks with CMR’s in the MSG-3 document is causing discussions about:
- What is the criteria for deciding when a Candidate CMR will not become a CMR?
- What is the criteria for the decision of covering or not a CCMR with a MSG-3 task?
- How to deal with the MSG-3 tasks that have the same intent of a CCMR and decided to cover a CCMR?

Recommendation (including Implementation): Revise the MSG-3 document section 2-3-8 item 6 with the following statement:

From:
“The process for coordinating MSG-3 derived tasks with CMRs is described in detail in AC 25-19 and involves a Certification Maintenance Coordination Committee (CMCC) that may influence the MWG’s interval decision.”

To:
“The process for coordinating MSG-3 derived tasks with CCMRs involves a Certification Maintenance Coordination Committee (CMCC) as described by the AC 25-19. The CMCC may influence the MWG’s decision as per the flowchart below. Following this process should be an acceptable means of using an MSG-3 Task in lieu of a CCMR as determined by an appropriate CMCC.

Note: All changes to the MSG-3 analysis must be approved by Working Groups and ISC.

Definitions
- CCMR - Candidate Certification Maintenance Requirement, coming from SSA
- CMR - Certification Maintenance Requirement
- CMCC - Certification Maintenance Coordination Committee
- SSA - System Safety Assessment

Flowchart:
1. CMCC identifies the list of CCMR’s

2. Is there an existing MSG-3 safety category task that detects the latent failure of the CCMR?
   - YES
   - NO

3. Could SSA information justify a re-evaluation of level 1 or 2 MSG-3 analysis?
   - YES
   - NO

4. Does the MSG-3 task meet the scope and interval of the CCMR?
   - YES
   - NO

5. CCMR becomes CMR

6. The MSG-3 task is considered to properly cover the CCMR.

7. Will the ISC accept a reduced task interval to satisfy the CCMR interval?
   - YES
   - NO

8. CCMR becomes CMR, and MSG-3 task remains in System and Powerplant Section

9. The revised MSG-3 task is considered to properly cover the CCMR.
1- CMCC identifies the CCMR's from the System Safety Assessment (SSA), based on AC 25-19.

2- CMCC determines if a MSG-3 defined safety category task exists that will detect the latent failure identified in the SSA.

3- If a MSG-3 task does not exist, the CMCC will ask the ISC/WG if a reassessment of the MSG-3 analysis is possible to include a task, based on additional information provided by the SSA report.

4- If the reassessment was performed, and a MSG-3 task generated, does that task meet the interval and scope of the CCMR? If the scope does not meet the intent of the CCMR, go directly to box 8.

5- If the reassessment was not performed, or if the reassessment did not generate a MSG-3 task, then the CCMR becomes a CMR.

6- The MSG-3 task is considered to properly cover the CCMR.

7- The ISC/WG may accept a CMCC proposed reduction in the MSG-3 task interval, in lieu of a CMR. ISC/WG should consider advantages and disadvantages of either. No change to scope should be acceptable.

8- If the ISC/WG does not accept the CMCC proposed change, then a CMR is established. The CMR and MSG-3 tasks remain independent.

9- If the ISC/WG accepts the CMCC proposed task, the revised MSG-3 task is considered to properly cover the CCMR.

**IMRBPB Position:**

**Date:** 21/FEB/2007

**Position:** PB agrees with the proposed additional guidance and for implementation in the next MSG-3 revision.

**Status of Issue Paper (when closed state the closure date):**

Closed the 22/FEB/2007

**Recommendation for implementation:**

To be included in MSG-3, no need of specific regulatory implementation, However action item is open to provide the information to each NAA certification office for coordination with AC 25-19 or equivalent.

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