

**International Maintenance Review Board Policy Board (IMRBPB)
Issue Paper (IP)**

Initial Date 03/03/2010:

IP Number: IP 106

Revision / Date (DD/MM/YYYY): Revision 1 / Dated 29/04/2010

Title: Landing Gear and Off-Wing Inspection Tasks

Submitter: Tom Newcombe (FAA) and Jeff Phipps (TCCA)

Issue: The use of MSG-3 to develop analysis for ATA Chapter 32 on the sub-component level verses the full component/assembly, which will result in numerous off-wing maintenance tasks instead of a traditional restoration task.

Problem: In October 2009 FAA and TCCA management learned that for one manufacturer models, MSG-3 analysis was conducted lower than one level above the lowest (on-aircraft) level which is considered the highest manageable level for analysis of the landing gear. The manufacturer did this by request of all regulatory authorities assigned to those projects. This in it self does not to appear as an issue provided all selected tasks can be conducted on-aircraft. The resulting analysis conducted for these models generated many off-wing tasks that were inserted into the MRB Report. This tasking also required the manufacturer to develop a landing gear overhaul manual. It has been FAA Policy and was presumed as other regulatory and manufacturers policy that the MRB Report would only contain on-aircraft inspection/maintenance tasks. After reviewing many MRB Reports, we have concluded that many manufacturers do have (off-wing, off-aircraft, or workshop) tasks. The application of policy or lack of policy has resulted in inconsistency application of the MSG-3 process.

Recommendation (including Implementation):

Policy needs to be established as the following:

For landing gear MSG 3 analysis MSI/SSI selection at the highest manageable level is the preferred approach.

However, MSG-3 analysis for landing gear is allowed to go lower than the highest manageable level. If analysis goes below LRU level, the resulting tasks must be identified in the MRBR within a single high level task, or reference made within the MRBR to another document

IMRBPB Position:

Date:29/APR/10

Position: agreed with above recommendation

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

Closed 29/APR/2010

Recommendation for implementation:

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