Title: MSG-3 Logic Diagrams – Title Consistency

Submitter: MPIG Chairman – Boeing

Issue:
In current MSG-3 guidance, Boeing has identified several inconsistent titles in reference to MSG-3 Logic Diagrams both above figure and within table of contents:

1. Figure 2-2.1 Systems Powerplant Logic Diagram
2. Figure 2-4-4.1 Structural Logic Diagram
3. Figure 2-5-1.1 Typical Zonal Analysis Procedure
4. Figure 2-6-1.3 L/HIRF Analysis Methodology Logic Diagram

Problem:
The location and titles of each procedure logic diagram are in different locations within each MSG-3 Section making it difficult to find in the table of contents. For example, for Systems and Powerplant, the Systems logic diagram is in Section 2-2 titled, Divisions of MSG-3 Document while Systems and Power Analysis Procedure (Section 2-3) has section 2-3-3 titled “Logic Diagram” which refers the reader back to Section 2-2. The approach for other sections is equally unique. While it may not be effective to revise the structure of the MSG-3 document and Table of Contents, it will be helpful for each decision logic diagram to use similar title and location to easily find each logic diagram.

Recommendation (including Implementation):

MPIG proposes revisions to figure titles:

<table>
<thead>
<tr>
<th>Current Title</th>
<th>Proposed Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systems / Powerplant Logic Diagram</td>
<td>Systems / Powerplant MSG-3 Logic Diagram</td>
</tr>
<tr>
<td>Structural Logic Diagram</td>
<td>Structure MSG-3 Logic Diagram</td>
</tr>
<tr>
<td>Typical Zonal Analysis Procedure</td>
<td>Zonal MSG-3 Logic Diagram</td>
</tr>
<tr>
<td>L/HIRF Analysis Methodology Logic Diagram</td>
<td>L/HIRF Protection MSG-3 Logic Diagram</td>
</tr>
</tbody>
</table>
Initial Date (DD/MMM/YYYY): 02/MAY/2014
IP Number: CIP IND-2013-01
Revision / Date (DD/MMM/YYYY): 

IMRBPB Position:
Date: May 2, 2014
Position:
Accepted as IP 142.

Status of Issue Paper (when closed state the closure date): May 2, 2014.

Recommendation for implementation: Incorporate into MSG-3 volume 1 and 2 on the next revision.

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