

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

Initial Date: 20 Apr 2015

IP Number: IP 149

Revision 0 / Date 22/Apr/2015

Title: Deletion of reference to 14 CFR §25.571 requirement from Section 2-4-1

Submitter: MPIG

Applies To:	
Vol 1:	X
Vol 2:	
Both:	

Issue: MSG-3 Rev 2013 references only FAA's 14 CFR §25.571 in [Section 2-4-1 Aircraft Structure Defined], subsection 1 "Significant and Other Structure". This should be changed to allow recognition of the equivalent requirement in other regulatory systems.

Problem: RMPIG propose CIPR-IND-2014-3 to amend the reference to 14 CFR / CS / CAR §29.571 in MSG-3 Vol 2 [Section 2-4-1 Aircraft Structure Defined], subsection 1 "Significant and Other Structure".

Regulatory comment during 20 Apr 2015 IMRBPB highlighted that the proposed change would also be valid for Vol 1 though the reasons for the change are different. This CIP is generated in order to maintain harmonised references in both Volumes for the 2015 revisions.

Recommendation (including Implementation):

Modify [Section 2-4-1.1] **Significant and Other Structure** as follows

Structure can be subdivided into items according to the consequences of their failure to aircraft safety as follows

- a. A **Structural Significant Item (SSI)** is any detail, element or assembly, which contributes significantly to carrying flight, ground, pressure or control loads, and whose failure could affect the structural integrity necessary for the safety of the aircraft. SSIs must not be confused with Principal Structural Elements, PSE (~~14 CFR § 25. Section 571 of the applicable certification standard~~); however, all PSEs must be addressed by the SSIs.
- b. **Other Structure** is that which is judged not to be a Structural Significant Item. It is defined both externally and internally within zonal boundaries.

NOTE: When assemblies are selected to be SSI, those elements that form the assembly and comply with the SSI definition need to be included (e.g., single bolt attaching a pylon diagonal brace).
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IMRBPB Position:

Date: April 22, 2015

Position:

IMRBPB has accepted the recommendation as drafted as IP149.

Status of Issue Paper (when closed state the closure date): 22/04/2015

Recommendation for implementation: Next revision of MSG-3.

Retroactive: Not applicable

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