Title: Description of Scheduled and Non-scheduled maintenance

Submitter: EASA

Issue: It is considered that the description of “non-scheduled maintenance” provided in para 1-1, 2-1-2 sub-para 2 & 3 is confusing regarding MSG3 analysis. Currently non-scheduled maintenance should not be subject to MSG3 analysis or included in final MRBR.

Problem: As MSG3 currently reads, "scheduled maintenance" contains "non-scheduled tasks". This is contradictory to para 2-1-2.2 which excludes non-scheduled maintenance from MSG3 document methodology. In addition, it is felt also that the mention of non-scheduled or non-routine maintenance in MSG3 should not be part of the document as it can be confusing, therefore, it is being proposed to change paragraphs 1-1 and 2-1-2.3.

Recommendation (including Implementation): Update MSG3 document as follows

1-1. Objective

Historically, the initial scheduled maintenance tasks and intervals are have been specified in Maintenance Review Board (MRB) Reports. MSG-3 is intended to facilitate the development of initial scheduled maintenance. The remaining maintenance, that is, non-scheduled or non-routine maintenance, consists of maintenance actions to correct discrepancies noted during scheduled maintenance tasks, other non-scheduled maintenance, normal operation, or data analysis.

2-1-2. Approach:

2. Scheduled Maintenance Content

The content of the scheduled maintenance itself consists of two groups of tasks: a) A a group of scheduled tasks to be accomplished at specified intervals. The objective of these tasks is to identify failures and to prevent deterioration of the inherent safety and reliability levels of the aircraft. The tasks in scheduled maintenance may include:

   (1) Lubrication/Servicing (LU/SV or LUB/SVC)
   (2) Operational/Visual Check (OP/VC or OPC/VCK)
   (3) Inspection/Functional Check (IN*/FC or */FNC)
      * General Visual Inspection (GV or GVI)
      * Detailed Inspection (DI or DET)
      * Special Detailed Inspection (SI or SDI)
      * Scheduled Structural Health Monitoring (S-SHM)
   (4) Restoration (RS or RST)
   (5) Discard (DS or DIS)

and
b) A group of non-scheduled tasks which result from:
   (1) The scheduled tasks accomplished at specified intervals;
   (2) Reports of malfunctions (usually originated by the operating crew);
   (3) Data analysis.

The objective of these non-scheduled tasks is to restore the aircraft to an acceptable condition.

An efficient program is one which schedules only those tasks necessary to meet the stated objectives. It does not schedule additional tasks which will increase maintenance costs without a corresponding increase in reliability protection.

3. Method for Scheduled Maintenance Development

This document describes the method for developing the scheduled maintenance. Non-scheduled maintenance results from scheduled tasks, normal operation or data analysis.

[...]

IMRBPB Position:

Date: 28 April 2016
Position: IMRBPB has agreed the proposed changes, CIP EASA-2016-04 closed as IP158

Status of Issue Paper (when closed state the closure date): 28 April 2016

Recommendation for implementation:
Update paragraphs above in the next revision of MSG-3

Retroactive: N/A

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