

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

*Initial Date 28 April 2016
IP Number: IP159
Revision / Date: 00 / 28 April 2016*

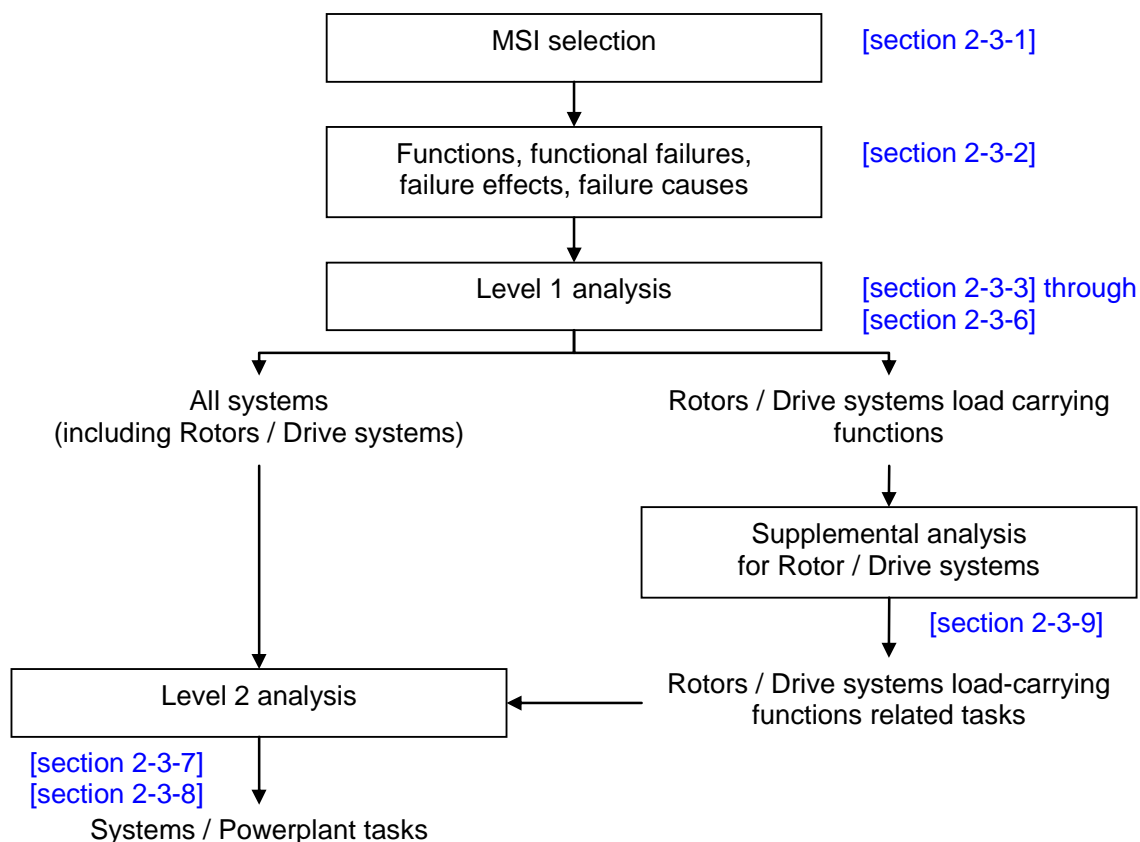
Applies To:	
Vol 1:	
Vol 2:	X
Both:	

Title: Rotor drive Systems and Powerplant Analysis Flowchart Figure 2-3.1-Clarification

Submitter: BELL HELICOPTER TEXTRON

Issue: **Section 2-3. Aircraft Systems / Powerplant Analysis Procedure** Figure 2-3.1, Systems and Powerplant Analysis Flowchart page 12 MSG-3 Volume 2 is not clear after Level 1 analysis is performed. Some information is missing, and the decision between systems (left path) and functions (right path) is inappropriate.

Current Figure 2-3.1



Problem: Flowcharts presented throughout the MSG-3 document are a visual aid to the analysts, during the analysis process.

The current systems / powerplant flowchart presented (Figure 2-3.1) does not mention that after the analyst has finished Level 1 analysis, he (she) needs to evaluate Rotors/Drive systems load carrying functions that were categorized either as a route 5 or as a route 8 at the previous Level 1 analysis. The path to follow after Level 1

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analysis should be easier to understand if all criteria leading to the right path (Supplemental analysis) are listed.

Moreover, the decision to run the right path or the left path should be taken on objects of the same nature, not between systems and functions.

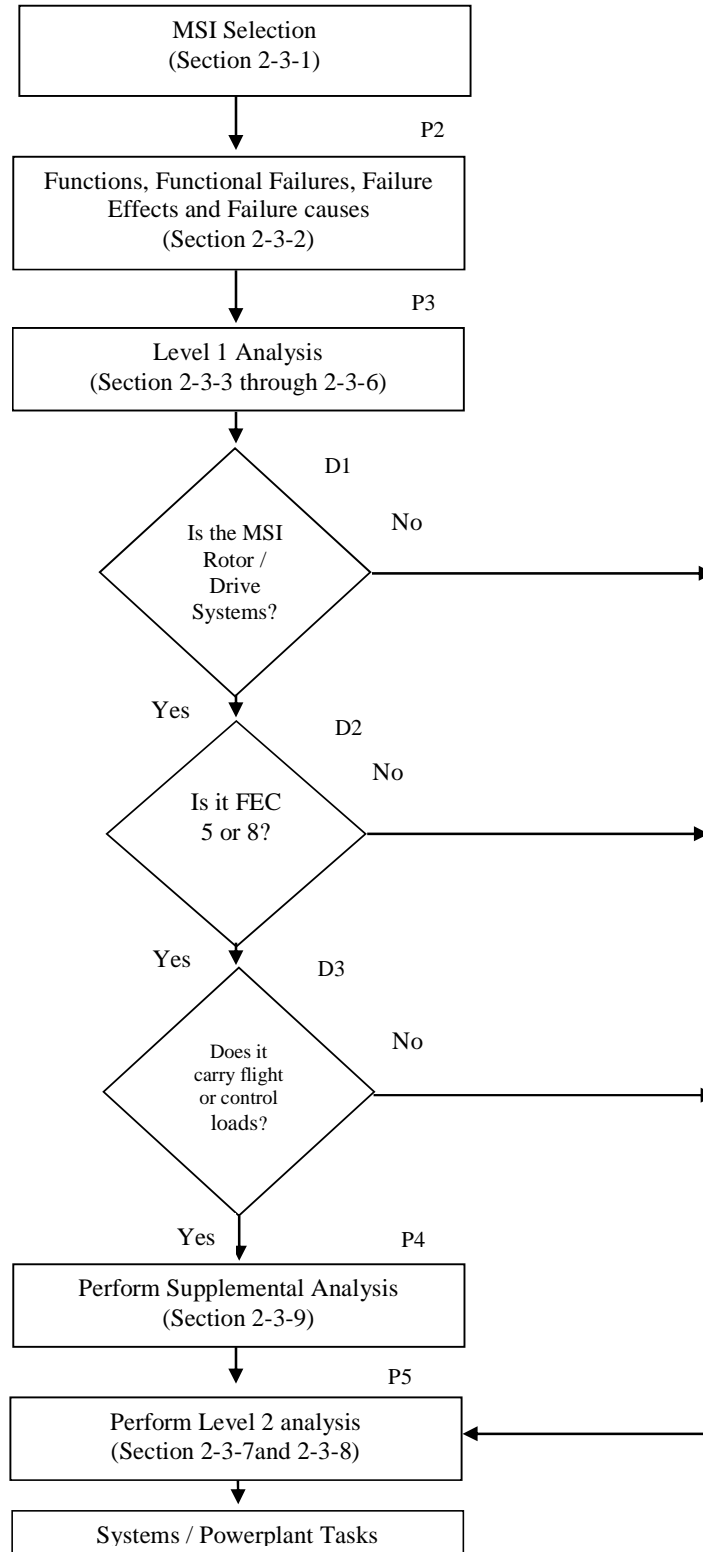
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Recommendation (including Implementation):
Modification of Figure 2-3.1



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IMRBPB Position:

Date: 28 April 2016

Position: IMRBPB has agreed to the amended flow-chart, CIPR-2015-01 closed as IP 159

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

Recommendation for implementation:

The changes to be included in the next revision of MSG-3 volume 2

Retroactive: Y/ N: N

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