

IMRBPB – Shanghai April 2012

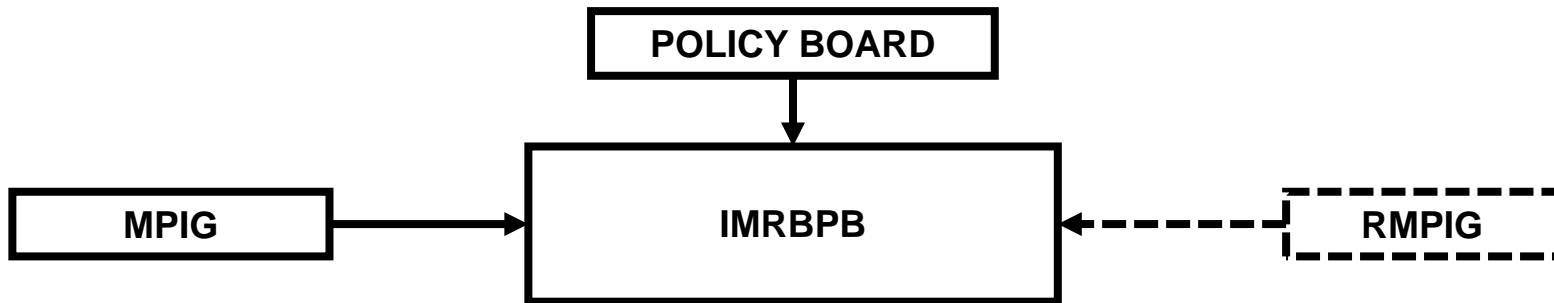
Rotorcraft MSG-3

History

- Bell, Eurocopter & AgustaWestland are using the MRB process as per ATA MSG-3. Other rotorcraft manufacturers are showing interest.
- Consensus is that ATA MSG-3 is not directly applicable to rotorcraft:
 - Regulations (FAR - CS 23/25 vs. FAR - CS 27/29) differences
 - Definition differences (e.g.: operating crew, dynamic components)
 - Rotor Drive systems components which are both MSIs and SSIs
- Enlisted HAI (Helicopter Association International) to help promote MSG-3 philosophy to rotorcraft operators

→ Need to have some rotorcraft specific processes

Organisation



R-MPIG formed (6 meeting already organised) to identify the way forward including:

- Bell Helicopter
- Eurocopter
- Agusta Westland
- Sikorsky
- Robinson (observer)
- MD Helicopters (observer)
- HAI

with participation of Regulatory Authorities representatives:

- EASA
- FAA
- TCCA
- CAAC

Process identification

- Methods reviewed in order to consider rotorcraft specificities:
 - Modification of the ATA MSG-3 (text and / or specific appendix)
 - Pros:
 - Commonality of the two methodologies
 - Administrative management / distribution of the document
 - Regulatory recognition of existing structure
 - Cons:
 - More difficult to maintain consistency / standardization
 - May confuse users (Authorities, Operators, Manufacturers, Vendors, Trainers)
 - May deter rotorcraft operators from participating to the process

Process identification

- Methods reviewed in order to consider rotorcraft specificities (cont'd):
 - Set up of a specific rotorcraft document (independent of ATA MSG-3)
 - Pros:
 - Reduce the difficulty to reach an agreement
 - Easier to implement in a standardized manner
 - Fit to regulations differences
 - Better control of the documents (vs type specificities)
 - Cons:
 - Additional workload to keep the commonality between the methodologies
 - New document to be managed

Preferred solution → new MSG-3 document

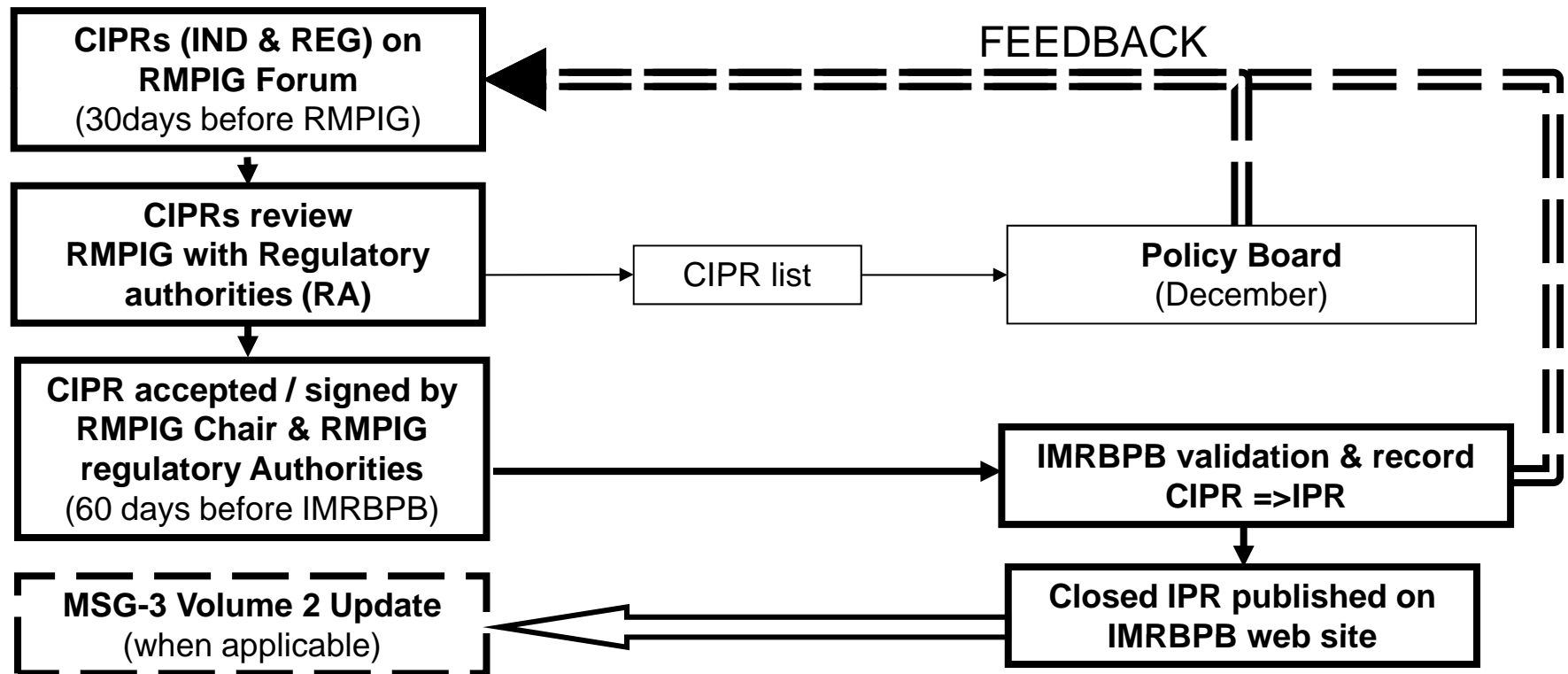
Goal: maintain commonality with MSG-3 where possible

Organisation – document management

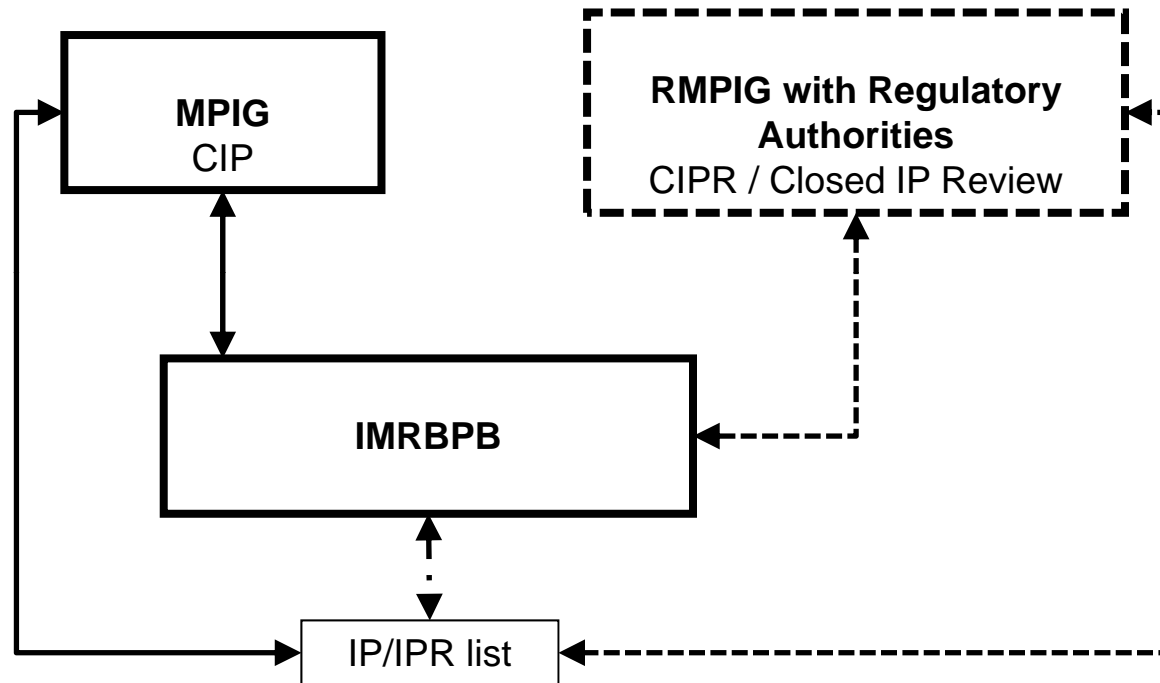
- Agreement reached between A4A and HAI to produce two independent MSG-3 Volumes :
 - Volume 1: “Operator / Manufacturer Scheduled Maintenance Development – Fixed-wing Aircraft”
 - Volume 2: “Operator / Manufacturer Scheduled Maintenance Development – Rotorcraft”
- Rotorcraft document (MSG-3 Volume 2) management / ownership:
 - A4A will own, manage and publish the document (TBC)
 - R-MPIG responsible for changes to Volume 2 through CIPR process
 - HAI will administer R-MPIG activities
 - Co-ordination between MPIG and R-MPIG : details to be agreed

Organisation – CIPR process

- Issue Paper Rotorcraft (IPR) – Acceptance process prepared by and reviewed within Authorities



Organisation



- Commonality between MSG-3 Volumes 1 and 2 checked during R-MPIG meetings