

## International Maintenance Review Board Policy Board (IMRBPB)

### Issue Paper (IP)

IP Number: CIP IND 2019-20 (V1, 2, IMPS)

Initial Date: 14/Nov/2019

Revision / Date 0 11/MAR/2020

Effective Date (DD/MMM/YYYY):

Retroactivity (Y/N):

<b>Title:</b>	List of Other Structure
<b>Submitter:</b>	RMPIG

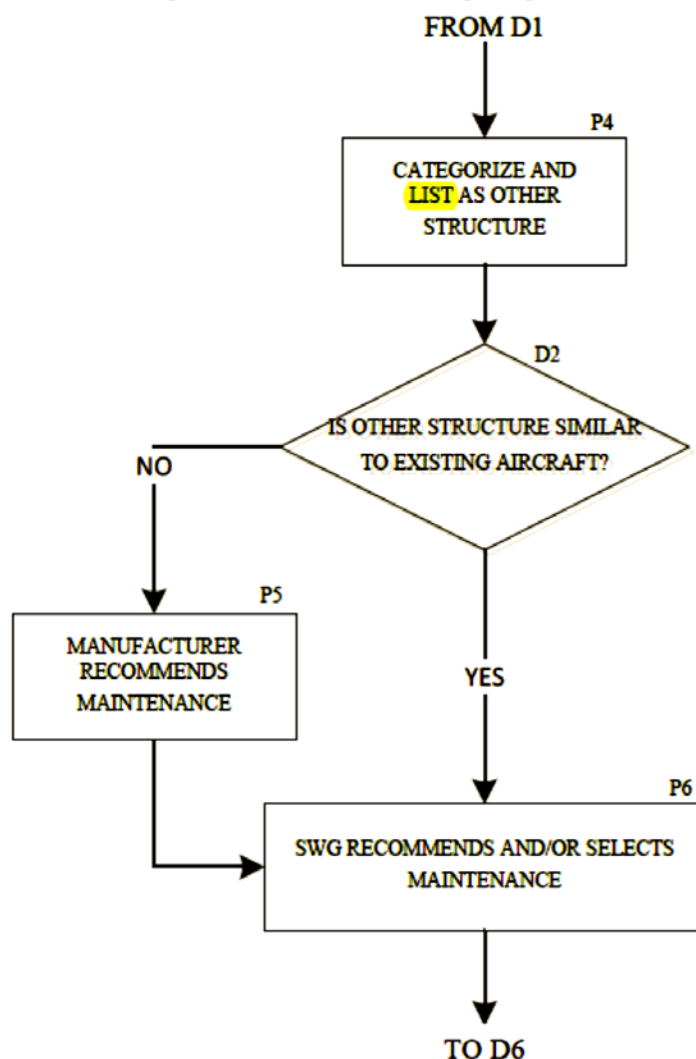
Applies To:	
MSG-3 Vol 1	X
MSG-3 Vol 2	X
IMPS	X

#### Issue:

In the figure 2-4-4-2; Other structure logic diagram process step 4 (P4), the word “**LIST**” sends a wrong and confusing message to the MSG-3 analysts by requiring a list of “other structure” same as SSI list.

Other Structure is a huge part of the aircraft. Categorization is applicable and effective, whereas making a list of them is not effective and almost impractical.

Figure 2-4-4.2 Other Structure Logic Diagram



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### Problem:

Other structure logic diagram process step 4 (P4) contradicts with the existing texts in the following sections:

- A) 2-4-2, section 7 explains the inspection requirements for most of the items **categorized** as Other Structure can be provided by the zonal inspections.

#### 7. Zonal Inspections

Some parts of the inspection requirements for SSIs and most of the items **categorized** as Other Structure can be provided by the zonal inspections (Ref. [Section 2-5]).

- B) 2-4-4, 1. Procedure sections b. and e: Asks the manufacturer **categorizes** each item as structurally significant (SSI) or Other Structure, based on the consequences to aircraft safety of item failure or malfunction (D1).

#### 1. Procedure

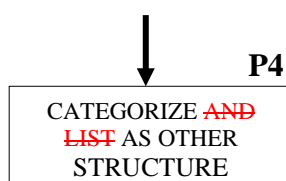
The procedure for developing structural maintenance tasks is shown in the logic diagram (Ref. [Figure 2-4-4.1]) and described by a series of process steps (P1, P2, P3, etc.) and decision steps (D1, D2, D3, etc.) as follows:

- The structural maintenance analysis is to be applied to all aircraft structure which is divided into zones or areas (P1) and structural items (P2) by the manufacturer.
- The manufacturer **categorizes** each item as structurally significant (SSI) or Other Structure, on the basis of the consequences to aircraft safety of item failure or malfunction (D1).
- The same procedure is repeated until all structural items have been categorized.
- Items categorized as Structural Significant Item (SSI) (P3) are listed as SSI's. They are subjected to AD/ED/CPCP analysis (either as metallic or non-metallic structure).
- Items **categorized** as Other Structure (P4) are compared to similar items on existing aircraft (D2). Maintenance recommendations (including CP tasks) are developed by the Structures Working Group (SWG) for items which are similar and by the manufacturer for those which are not, e. g., new materials or design concepts (P5). All tasks selected

There is no requirement in the explanatory texts recommending making a list of other structure. That is why we generally call them "Other Structure" not "Other Structure Items".

### Recommendation (including Implementation):

- To align explanatory texts with the process diagram, revise Figure 2-4-4-2; Other structure logic diagram process step 4 (P4): as follows:



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- IMPS section 4.2.2: Amend as follows:

#### **4.2.2**

The TCH should provide the ISC with a candidate Maintenance Significant Items (MSI), Lightning/HIRF Significant Items (LHSI), and Structural Significant Items (SSI) list and a list of the items not selected to be candidate MSI/LHSI/~~SSI~~. The generated lists should not be influenced by National requirements. The candidate list should also be supported by the applicable MSG-3 analysis. This is recommended to happen 30 calendar days prior to the beginning of the applicable WG meeting.

***NOTE: The original CIP proposal was submitted by Bell***

#### **IMRBPB Position:**

**Date:**

**Position:**

**Recommendation for  
Implementation:**

**Status of the Issue  
Paper:**

X
X
X

Active

Incorporated in MSG-3 / IMPS (with details)

Archived