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

**Title:** MSG-3 Logic Diagrams – Title Consistency

**Submitter:** MPIG Chairman – Boeing

**Issue:**

In current MSG-3 guidance, Boeing has identified several inconsistent titles in reference to MSG-3 Logic Diagrams both above figure and within table of contents:

1. Figure 2-2.1 Systems Powerplant Logic Diagram
2. Figure 2-4-4.1 Structural Logic Diagram
3. Figure 2-5-1.1 Typical Zonal Analysis Procedure
4. Figure 2-6-1.3 L/HIRF Process Flowchart
5. Table of Contents (see attached document)

**Problem:**

The location and titles of each procedure logic diagram are in different locations within each MSG-3 Section making it difficult to find in the table of contents. For example, for Systems and Powerplant, the Systems logic diagram is in Section 2-2 titled, Divisions of MSG-3 Document while Systems and Power Analysis Procedure (Section 2-3) has section 2-3-3 titled “Logic Diagram” which refers the reader back to Section 2-2. The approach for other sections is equally unique. While it may not be effective to revise the structure of the MSG-3 document and Table of Contents, it will be helpful for each decision logic diagram to use similar title and location to easily find each logic diagram.

**Recommendation (including Implementation):**

Boeing proposes revisions to figure #, title, and table of contents outline:

|  |  |  |  |
| --- | --- | --- | --- |
| Current  Figure # | Current Title | Proposed Figure # | Proposed Title |
| 2-2.1 | Systems / Powerplant Logic Diagram | 2-3.1 | Systems / Powerplant MSG-3 Logic Diagram |
| 2-4-4.1 | Structural Logic Diagram | 2-4.1 | Structures MSG-3 Logic Diagram |
| 2-5-1.1 | Typical Zonal Analysis Procedure | 2-5.1 | Zonal MSG-3 Logic Diagram |
| 2-6-1.3 | L/HIRF Process Flowchart | 2-6.1 | L/HIRF MSG-3 Logic Diagram |

**IMRBPB Position:**

**Date:**

**Position:**

**Status of Issue Paper (when closed state the closure date):**

**Recommendation for implementation:**

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