

**JAA/FAA/TCCA**  
**International MRB Policy Board**  
**Issue Paper**

*Date: 13/09/99*  
*IMRBPB # 034*  
*JAA 99-001*

<b>Title:</b>	Application of MSG-3 (Rev 2) for Emergency Equipment – versus normal usage- of the same Equipment (eg.: Doors, Brakes)
<b>Submitter:</b>	H. Dieter Haring, Austro Control Gmbh
<b>Issue:</b>	Guidance of how to deal with Emergency Equipment which is used for normal operation – several times a day.
<b>Problem:</b>	a) To see a Functional Failure of an Emergency Equipment, or of one of it's components, as an Evident case with the justification that the equipment is operated for Normal operation anyway.  b) To declare the Malfunction of an Emergency Equipment as “Non Safety” with the justification that there is more equipment available. Eg.: for doors there is a certain Ruling established (25.xxxx) which requires half of the existing Exits available for emergency egress: There is no determination laid down which Exits would become inoperable caused by the Emergency situation itself.
<b>Recommendation:</b>	The IMRBPB should initiate to get a supplement to NSG-3 developed to help getting analysis of Emergency/Safety Equipment performed in Safety-Sensitive way – and- to lead all upcoming projects in a common direction of handling Emergency/Safety Equipment. <i>Note: see justification in attachment.</i>

<b>IMRBPB Position:</b>
See Issue Paper TCA 99-002 (Issue Paper IMRBPB #030)
<b>August 19, 2003</b>
<b>Position:</b> IP 47 MSG–3 Analysis of Emergency Equipment supersedes this IP
<b>Issue paper closed</b> – Final position as stated above

**Important Note:** The IMRBPB positions are not policy. Positions become policy only when the policy is issued formally by the appropriate National Aviation Authority. (JAA, FAA or TCCA)

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