

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

Initial Date (21/10/2008):

IP Number:98

Revision / Date (DD/MMM/YYYY): Rev 2 dated 30/APR/2010

Title: Impact of Extended Service Goal (ESG) exercise on MRBR / consideration of Design Service Goal DSG in MSG 3 analysis.

Submitter: EASA / FAA

Issue:

At various opportunities, the question has been raised regarding the required activity which should take place on the MRBR in the frame of an ESG exercise. It is not known what MSG 3 analysis needs to be revisited in the frame of such an exercise.

Problem:

Systems/structure/ zonal analysis may have taken into consideration the selected designed service goal in order to determine the result of the interval which may include no task selection.

With the new ESG activity, the initial assumptions based on the original design service goal may have been adversely affected by this new ESG.

How can we verify that such assumptions regarding the initial DSG have been used during the analysis?

Recommendation (including Implementation):

If Design Goal extension is sought, applicants must go back to the applicable type certification authority (Flight Standards and Aircraft Certification Office) for the aircraft and establish what specific areas need to be revisited to extend the goal. The following is one of the items that needs to be included in the proposal to provide objective justification for the request:

- Examine existing MSG-3 analysis to establish if the 'operational life' was used in the determination of the analysis result. If this is the case, then validation of the specific analysis must be performed.

NB: 'operational life' is an unofficial term that shall be understood to refer to such terms as Design Life (DL) / Design Service Goal (DSG) / Limit of Validity (LoV) / Extended Service Goal (ESG) / Design Service Objective (DSO)....

Note: In addition to revisiting the analysis, other data/analysis/inputs, from in service data should be considered during validation of the new DSG such as AD, service bulletins, Alert bulletins, service letters.....

IMRBPB Position:

Date: 30/APR/2010

Position: to be closed as per final above mentioned recommendation

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

Closed: 30/APR/2010

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.