

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

Initial Date (DD/MMM/YYYY): 02/MAY/2014

IP Number: CIP IND-2013-01

Revision / Date (DD/MMM/YYYY):

Title: MSG-3 Logic Diagrams – Title Consistency

Submitter: MPIG Chairman – Boeing

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

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 Analysis Methodology Logic Diagram

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):

MPIG proposes revisions to figure titles:

	Current Title		Proposed Title
	Systems / Powerplant Logic Diagram		Systems / Powerplant MSG-3 Logic Diagram
	Structural Logic Diagram		Structure MSG-3 Logic Diagram
	Typical Zonal Analysis Procedure		Zonal MSG-3 Logic Diagram
	L/HIRF Analysis Methodology Logic Diagram		L/HIRF Protection MSG-3 Logic Diagram

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IMRBPB Position:

Date: May 2, 2014

Position:

Accepted as IP 142.

Status of Issue Paper (when closed state the closure date): May 2, 2014.

Recommendation for implementation: Incorporate into MSG-3 volume 1 and 2 on the next revision.

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