

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

IMRBPB 046

Issue #TCA 003/01

Date: February /01

Title: Applicability of the RCM/MSG-3 logic process

Submitter: TCA

Issue: Inconsistent regulatory participation of the MRB process to FAR 25 (Transport Category) aircraft ---specifically corporate/large rotorcraft

see previous Issue paper JAA 97-007

Problem:

The problem is the inconsistent application and regulatory participation of the MRB process for FAR 25 aircraft. All current transport category aircraft must comply with the design requirements, fatigue analysis, HIRF protection, CPCP program, 1309 safety analysis and CMRs. The most expedient means to amalgamate all these requirements is with a maintenance program logic analysis process and resultant MRB report.

Although AC 121.22 does not **require** the application of the MSG-3 logic analysis for FAR 25 type aircraft, it is optional. While some corporate aircraft manufacturers are currently applying a MRB process to their products, others are not.

When manufacturers do utilize a MRB process the program, should be supported by their respective regulatory agencies. This would allow the MRB report to be approved with the same confidence as other MSG-3 programs.

Recommendation:

IMRBPB must establish a policy that is consistently applied and supported for all FAR 25 (corporate/rotorcraft) type aircraft

The IMRPB must define the RCM/MSG logic process applicable for this application

IMRBPB Position:

December 2001: Closed, covered by Issue Papers 049 & 054.

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 TCA)