

JAA/FAA/TCCA
International MRB Policy Board
Issue Paper

Date 16/07/2004
IMRBPB # 068

Title:	MSG-3 Definition of “Safety/Serious Injury”
Submitter:	Air Transport Association (ATA) of America
Issue:	ATA is seeking help from the IMRBPB regulatory authorities in limiting an internationally acceptable definition for “adverse effect on operating safety” as MSG-3 uses it in its Level 1 Questions.
Problem:	<p>Since 2001, <u>MSG-3</u> has defined “Adverse Effect on Safety” as, “Safety shall be considered as adversely if the consequences of the failure condition would prevent the continued safe flight and landing of the aircraft and/or might cause serious or fatal injury to human occupants.”</p> <p>In recent work on the MSG-3 analysis for the A380, Airbus is being pressed to expand on the above definition and utilize the <u>ICAO Annex 13</u> definition for “serious injury,” which states it is an injury which is sustained by a person in an accident and which:</p> <ul style="list-style-type: none">- Requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or- Results in a fracture of any bone (except simple fractures of fingers, toes or nor); or- Involves lacerations which cause haemorrhage, nerve, muscle or tendon damage; or- Involves injury to an internal organ; or- Involves second or third degree burns, or any burns affecting more than five percent of the body surface; or- Involves verified exposure to infectious substance or injurious radiation. <p>The ICAO definition for “serious injury” is too specific to be utilized during MSG-3 analysis, and calls upon the maintenance analysts to make medical judgements, for which they are not qualified.</p>
Recommendation:	ATA to remove the words, “serious or” from the MSG-3 definition for “Adverse Effect on Safety.”

IMRBPB Position:
October 20th, 2005
Status: OPEN, Action Item 04/01 open

February 20th, 2007

After collecting several differing definitions from medical associations, the PB doesn't recommend further definition or removal of “serious injury” due to the fact that this will cause even more confusion within the working group.

Status: IP and associated AI 04/01 closed.

JAA/FAA/TCCA
International MRB Policy Board
Issue Paper

Date 16/07/2004

IMRBPB # 068

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/EASA, FAA or TCCA)