

JAA/FAA/TCCA
International MRB Policy Board
Issue Paper

Date 19 July 2004
IMRBPB #076

Title: Central Maintenance Computers (CMC)
Submitter: Federal Aviation Administration (Tom Dean)
Issue: Role of CMC vs Scheduled Maintenance Requirements
Problem: Maintenance computers are typically not designed or FAA certified to make airworthiness determinations. The inherent limitations of BIT based systems preclude their use as anything more than diagnostic information to be used by maintenance. Maintenance computer generated messages indicate a deterioration or loss of system function that may or may not attest to the true reason of a failure.

Recommendation:

IMRBPB should develop a policy statement highlighting that credit for CMC data may not be used by the working group to determine if a failure is “evident” during the analysis process. Additionally, CMC data may not be used as the sole means for a maintenance task, make airworthiness determinations or return to service decisions.

OR

IMRBPB should develop a policy statement highlighting that credit for CMC data may be used provided that system is certified and validated by the OEM and a necessity of task to verify the CMC is performing to its intended function.

IMRBPB Position:

Sept 2004

Proposed change to the last sentence of this issue paper,

“IMRBPB should develop a policy statement highlighting that credit for CMC data that may be used provided the system is certified (to the software level) and validated by the OEM and the necessity of a task to verify the CMC is performing to its intended function is considered”.

Issue Paper Closed – Accepted with changes 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/EASA, FAA or TCCA)