

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

*Date: 02/02/01*  
*IMRBPB # 048*  
*TCCA 005/01*

<b>Title:</b>	<b>Recognition of an Evident Failure</b>
<b>Submitter:</b>	TCCA
<b>Issue:</b>	The current definition of evident failure is open to unsatisfactory interpretation resulting in faulty analysis being applied.
<b>Problem:</b>	<p>With the advent of electronic messaging equipment the failure can be hidden for a unknown period of time pending some after flight procedure and or system interrogation. Only at this time does the failure become “evident”. However some analysis is being done that gives credit of a evident failure when in fact it is hidden at the time of failure.</p> <p>Previous issue papers did not resolve this issue.</p>
<b>Recommendation:</b>	A IMRBPB needs to establish a policy that states such failures can only be considered evident if enunciated at the time of failure otherwise the analysis must consider it a hidden failure.

**IMRBPB Position:**

**December 2001:**

Failures can only be considered evident if enunciated at the time of failure otherwise the analysis must consider it a hidden failure. ATA are requested to address the issue while taking into account the design concepts of aircraft manufacturers.

**August 19, 2003**

**Position:** This was revisited and the position remains as stated above.

**September 2004**

**Position:** Issue paper revised to state “Failures can only be considered evident if apparent before the next day, otherwise the analysis must consider it a hidden failure”.

**Issue paper closed.**

23/FEB/2007

IP re-open through IP 72 review, agreement to come back on initial decision and not add any thing to the existing MSG 3 rev 2005.1 text.

Status: Closed

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