**Title:** Process for coordinating consolidated MSG-3 derived tasks (MRBR tasks) with Certification Process derived Fatigue and Damage Tolerant Airworthiness Limitation Requirements (DT-ALI)

**Submitter:** Airbus Wide Body Structures Task Group and Structures Working Group STG/SWG  
(FDX / LHT Operator Co-chairs)

**Issue:** Contrary to aircraft systems (CMR vs. MSI) there is no generally applied existing process that allows coordinating / covering the MSG-3 derived tasks contained within the consolidated structural maintenance tasks and intervals (e.g. MRB R) with DT-ALI requirements which are, for example, contained within the ALS.

**Problem:** The absence of a clearly described process for interaction between MRBR tasks and DT-ALI’s is leading to non-harmonised decisions concerning:

- the criteria for deciding if a (Candidate) DT-ALI ( (C) DT-ALI) will not become an ALI  
- the criteria for the decision whether to cover (or not) a (C) DT-ALI with a MRBR task

**Recommendation (including Implementation):**

**Candidate DT-ALI definition:** For the purpose of this CIP the term ‘Candidate DT-ALI’ shall express tasks that are candidates for selection as ALI that usually come from fatigue and damage tolerant analysis which establishes whether there is a need for a task to be carried out periodically to comply with § 25.571. ( for MSG-3 Volume 2, Rotorcraft, reference to § 25.571 to be replaced by § 29.571).

The word ‘candidate’ is put in parenthesis as the process may also be applied retroactively to ALI tasks that have already been established.

The process proposed within this CIP has to be agreed not only with the IMRBPB but also with the Aircraft Certification Offices of the Authorities, who may then issue or revise requirements, as appropriate.

**Process:**

MSG-3 rev. 2011.1 is proposed to be updated by the addition of the following:

* flow chart 2-4-4.1: change in the wording in the diamond box D5A to “**IS FD REQUIREMENT A PSE / (C) DT-ALI?**
* flow chart 2-4-4.1: Insertion of a box between D5A and P19/P20 to guide coordination of

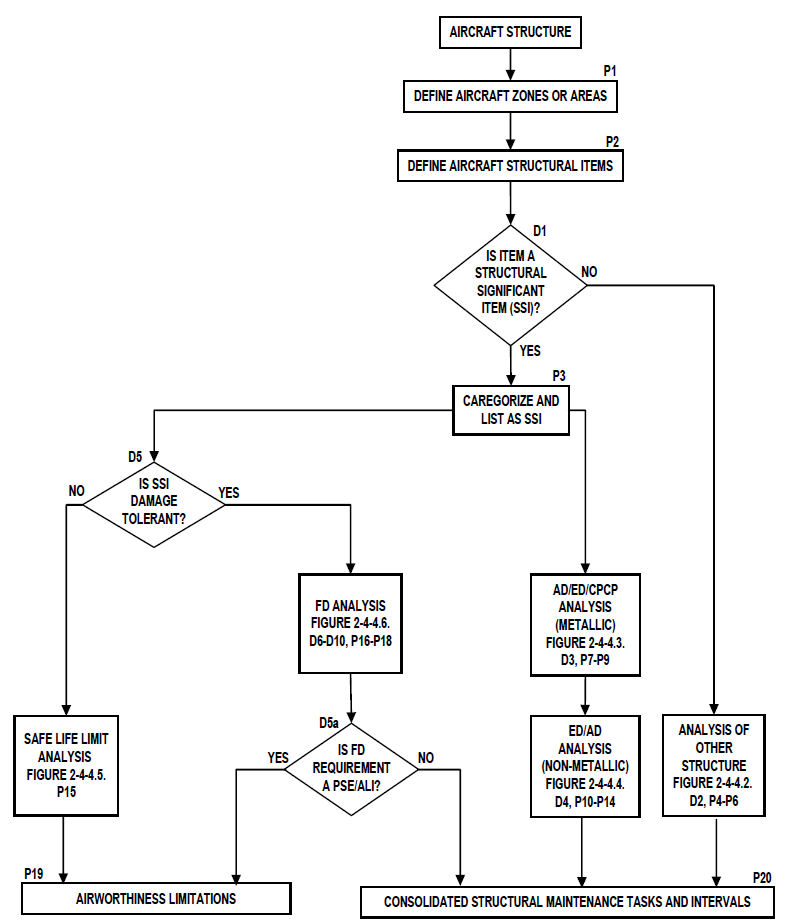
Candidate DT-ALI requirements with existing MRBR tasks, P19. Former P19/P20 boxes are renumbered as P20/P21 respectively.

* Insertion of Fig. 2-4-4.7 - (Candidate) DT-ALI / MRB R coordination flow-chart
* Chapter 2-4-4. ‘1. Procedure’: Change point v. to:
* ‘To support Type Certification, selected FD requirements associated with PSEs / (Candidate) DT-ALIs can be considered for consolidation with MRBR tasks [Fig. 2-4-4.7].’

‘MRBR task can be used to adequately cover a ( Candidate) DT-ALI requirement [Fig. 2-4-4.7]. If the MRBR task would need to be changed to adequately cover the (Candidate) DT-ALI requirement, it can be addressed through the ISC.’ Those requirements that could not be covered by MRBR tasks should be listed in the Airworthiness Limitations document.(P20).

**Management of task interval/threshold escalation:**

Specific rules will be established to manage the escalation of an MRBR task which is used to cover a (Candidate) DT-ALI inspection requirement to ensure that the (Candidate) DT-ALI limits will not be exceeded in service.



**(Candidate) DT-ALI / MRB R coordination**

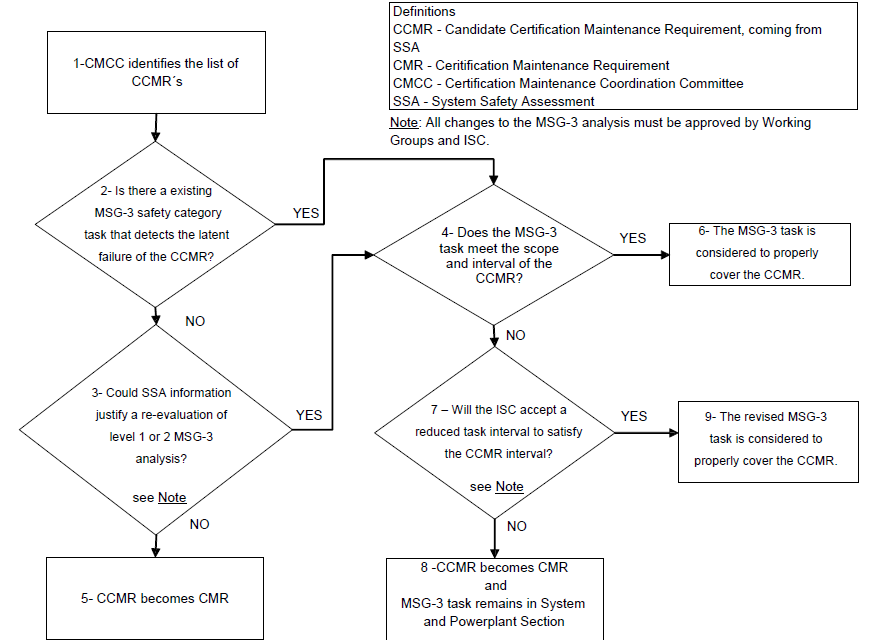
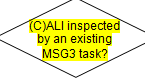
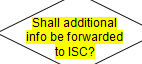
**Figure 2-4-4.7 P19**

**P21**

**P20**

**IS FD REQUIREMENT A PSE / (C) DT-ALI?**

Fig. 2-4-4.7 - (Candidate) DT-ALI / MRB R coordination



Is it justified to revise an MRBR task be to allow coverage of the (C) DT-ALI?

(C ) DT- ALI becomes ALI

Revised MRBR task properly covers (Candidate) DT-ALI.

**FROM D5a**

MRBR task is considered to properly cover the (Candidate) DT-ALI.

(C) DT-ALI requirement covered by an existing MRBR task?

**IMRBPB Position:**

**Date:**

**Position:**

**Status of Issue Paper (when closed state the closure date):**

**Recommendation for implementation:**

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