International MRB Policy Board

Issue Paper (IP)

IP Number: CIP EASA 2023-06
Initial Date (DD/MMM/YYYY):
Revision - Date (DD/MMM/YYYY):
Effective Date (DD/MMM/YYYY):
Retroactivity (Y/N): N

Title:	Remove reference to "Letter Checks" in MSG-3
Submitter:	EASA

Applies To:	
MSG-3 Vol 1	X
MSG-3 Vol 2	X
IMPS	

Issue:

At this date, MSG-3 Vol. 1 section 2-3-8.3 and Vol. 2 section 2-3-8.3, Task Interval Parameters, refers to letter checks when determining the task intervals. As well, Appendix A. Glossary also mentions the definition of Letter checks.

Problem:

Back in 1996, "Check interval policy" was discussed under IP 010. This IP was re-opened in 2003 to require following the guidelines stated in MSG-3 (revision 2001); nevertheless, letter checks were still considered a possibility to be chosen by the manufacturers.
While legacy products may still use letter checks to determine task intervals, new projects generally use *calendar time*, *flight hours*, *flight cycles* or engine/APU hours/cycles as most common usage parameters.

It is recommended to revise section 2-3-8.3 to remove the possibility to use letter checks for task interval determination.

Recommendation (including Implementation):

1. Revise MSG-3 Vol. 1 section 2-3-8.3 to remove the possibility of using letter checks to determine tasks intervals.

3. Task Interval Parameters

Task intervals are established in terms of the measure of exposure to the conditions that cause the failure at which the task is directed. The most widely used usage parameters are:

- calendar time
- flight hours
- flight cycles
- Engine/APU hours/cycles.

Task interval determination consists of identifying the correct usage parameter and its associated numerical interval ~~or the appropriate letter check.~~ ~~Both~~ ~~i~~Intervals expressed in usage parameters ~~and/or letter checks~~ are acceptable and may be used in line with specific procedures established for a given program. If an interval is to be expressed in a usage parameter, interval determination consists of the following steps:

- The first step is to define the predominant (governing) usage parameter(s). For many Systems/Powerplant tasks, flight hours is the predominant usage parameter; however, for some tasks,

flight cycles or calendar time may be the predominant usage parameter. Intervals may also be expressed in terms of more than one usage parameter.

- The second step is to determine the interval in terms of the selected usage parameter subject to the criteria discussed below.

~~As a matter of convenience, usage of letter checks for individual tasks and the establishment of a check interval framework may be considered by the ISC; e.g., if no predominant usage parameter can be identified.~~

For some tasks, it may be appropriate for the MWG to consider specifying an initial interval that is different from the repeat interval.

2. Revise MSG-3 Vol. 1 Appendix A. Glossary to remove the definition of letter checks.

~~**Letter Checks** – Letter checks are named collections of tasks (e.g., A-Check, C-Check, etc.) assigned the same interval.~~

3. Revise MSG-3 Vol. 2 section 2-3-8.3 to remove the possibility of using letter checks to determine tasks intervals. Remove the line jump between "failure at" and " which the task".

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- The second step is to determine the interval in terms of the selected usage parameter subject to the criteria discussed below.

~~As a matter of convenience, usage of letter checks for individual tasks and the establishment of a check interval framework may be considered by the ISC; e.g., if no predominant usage parameter can be identified.~~

For some tasks, it may be appropriate for the MWG to consider specifying an initial interval that is different from the repeat interval.

4. Revise MSG-3 Vol. 2 Appendix A. Glossary to remove the definition of letter checks.

~~**Letter Checks** – Letter checks are named collections of tasks (e.g., A-Check, C-Check, etc.) assigned the same interval.~~

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IMRBPB Position:	
Date:	
Position:	
Recommendation for Implementation:	

Status of the Issue Paper:	☐	Active
	☐	Incorporated in MSG-3 / IMPS (with details)
	☐	Archived