

JAA/FAA/TCCA
International MRB Policy Board
Issue Paper

Date 27/07/2005
IMRBPB # 086
Rev 1 Dated September 2005

Title: Non regular operation, short / long term Storage procedures

Submitter: French DGAC

Issue: In addition to the minimum maintenance requirements to be used and described in the MRBR, which is formally approved; most of TCH issued storage procedures (short term and long term) (not formally approved) to provide maintenance tasks to be performed to maintain in good condition of an aircraft during storage or non operation.

Problem:

The MRBR is established assuming regular operation of the aircraft. The maximum period of non-operation of the aircraft which allow to consider MRBR still valid and appropriate is unclear. There is no guidance to define how to consider parking / non operation and storage periods in conjunction with scheduled maintenance program.

Operator usually remains within MRBR maintenance tasks without consideration of existing published storage periods.

A repetitive question is the transition between these two documents. Some guidance could be useful regarding:

A/ when storage procedures should be used.

B/ after storage; type of maintenance and items to be identify to return to MRBR maintenance, If MRBR has not been considered.

Recommendation: A sentence such as “In case of non operation of the aircraft, the parking / storage procedures published by the manufacturer must be considered in addition to the MRBR requirement”. This sentence should be included in the scope of utilisation of each MRBR.

IMRBPB Position:

October 20th, 2005

Pending further regulatory discussion and completion of Action Item 05/08

Status: Open

Feb 20th, 2007

No common agreement regarding the need of such MRB language,
IP closed.

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, FAA or TCCA)