

International Maintenance Review Board Policy Board (IMRBPB)
Issue Paper (IP)

Initial Date (31/03/2009):

IP Number: IP 102

Revision / Date (DD/MM/YYYY):revision 2 dated 28/04/2010

Title: Utilization Window - extension/modification.

Submitter: EASA

Issue:

In the event that the average utilisation of the world fleet of a specific aircraft type changes to a value that is outside the utilisation window defined in the initial development of the MRBR, there is no rule requiring the TCH to reassess the MRBR content nor guidance on the method to be followed.

Problem:

Depending on the new utilisation window identified further to consideration of world fleet average utilisation, a lot of tasks can be impacted by the extension / modification (especially in case of low utilization) with for example the need to define a secondary interval (calendar time limit).

Recommendation (including Implementation):

A guideline should be developed to define a policy regarding the utilization window modification including for example analyses review by WG and ISC, secondary interval definition,...)

IMRBPB Position:

Date: 31/03/2009

Position: PB will launch a regulatory WG to address this issue and come with guidance.

Date: 02/12/2009

When the fleet utilization window has changed, the TCH should through WG/ISC re visit each MSG 3 analysis to validate existing parameter and task interval and/or description.

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

Closed 28/04/2010

IP text revised as per MPIG proposal dated 19 March 2010

IMRBPB position dated 02/12/2009 accepted.

IP Template Rev 2, dated 22/02/2007

***International Maintenance Review Board Policy Board (IMRBPB)
Issue Paper (IP)***

Initial Date (31/03/2009):

IP Number: IP 102

Revision / Date (DD/MMM/YYYY):revision 2 dated 28/04/2010

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.