

IP N° 102

IP title : Window utilization - extension /modification

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## **March 2009**

Initial IP and wording in March 2009

**Issue:** In case of extension or modification of initial window utilization, there is no rule or guideline to extend a primary window as defined in the initial development of the MRBR.

**Problem:** Depending on the new window utilization selected, 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 window utilization modification including for example analyses review by WG and ISC, secondary interval definition,...)

<p style="text-align: center;"><b>IMRBPB Position:</b></p>
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**Date:** 31/03/2009

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

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## **Dec 2009 PB meeting:**

**Issue:** In case of extension or modification of initial window utilization, there is no rule or guideline to extend a primary window as defined in the initial development of the MRBR.

**Problem:** Depending on the new window utilization selected, 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 window utilization modification including for example analyses review by WG and ISC, secondary interval definition,...)

<p style="text-align: center;"><b>IMRBPB Position:</b></p>
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**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.**

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## **March 2010 MIG meeting**

*(red text proposed by T Harbottle, MPIG on 19 March 2010)*

**Title:** Utilisation 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.

**In case of extension or modification of initial window utilization, there is no rule or guideline to extend a primary window as defined in the initial development of the MRBR.**

**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).

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## **Meeting :IMRBPB 2010**

Date 1 :28/04/2010

Last wording proposed by MPIG and accepted for rev 2

**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.**