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

Initial Date : 27/Apr/18 IP Number: IP 178 Revision / Date : 0

			Applies To:	
Title:	Time Limited Dispatch (TLD) Task Interval Consideration	MSG-3 Vol 1		
		MSG-3 Vol 2		
Submitton		IMPS	Х	
Submitter:	FAA			
Issue:	The TLD is a certification analysis of the Full Authority Digital Engine Control (FADEC) propulsion system, to determine how long these systems can be dispatched with faults present. The dispatch intervals are the approved maximum time for dispatch with faults present in the system before corrective maintenance is required. Typically, dispatch intervals classified into 4 categories as follows:			
• •	No Dispatch Short Time Dispatch Long Time Dispatch Manufacturer/Operator Defined Dispatch			
	These dispatch intervals for the FADEC system are defined in the Airworthiness Limitations section.	he engine		
Problem:	MSG-3 logic provides general guidelines under section 2-3-8 Systems/Powerplant Task Interval Determination. Various NAA's however are in disagreement with the practice of allowing the use of "certification" intervals for consideration in MSG. The working groups should have available "all" sources of pertinent data during task interval determination, including TLD certification requirements. The working group can then make an appropriate task interval selection based on the data available.			
Recommendation (including Implementation):				
	Add the following to the IMPS document under section 4.7 Spe Considerations for System/Powerplant:	cific		
	New Section 4.7.7:			
	4.7.7 The powerplant certification requirements for Full Author Engine Control (FADEC) propulsion system, dispatch with faul Time Limited Dispatch (TLD). These TLD intervals for short ti time faults, can be considered by the working group when deter intervals for hidden FADEC faults in accordance with MSG-3.	Its present, is me and long-		

Also, add the following to the IMPS Appendix 4, List of Abbreviations and Glossary of Terms:

FADEC	Full Authority Digital Engine Control
TLD	Time Limited Dispatch

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IMRBPB Position:

Date: 27Apr18 Position: Agreed to in 2018 Meeting – Closed as IP 178

Status of Issue Paper and date: Active

Recommendation for implementation:

Retroactive: No

Important Note: The IMRBPB IPs are not policy. An IP only becomes policy when the IP is adopted into the processes of the appropriate National Aviation Authority. However, before formal adoption, the IP content may be incorporated by the MRB applicant on a voluntary basis with the agreement of all parties as detailed in the program PPH.