

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

Initial Date: 26/04/2012

IP Number: 121

Revision / Date: Rev 1 / 26 April 2012

- Title:** Zonal Transfer - Wording Improvement to remove inconsistencies.
- Submitter:** EASA, MRB Section
- Issue:** With IP 101 the Issue of transfer of GVI Safety related Systems Tasks (FEC 5 / FEC 8) into the Zonal Program was clarified. The current wording only addresses GVI inspections, but does not give guidance for FEC8 Visual Checks to be covered by zonal inspection.
- Problem:** It is the intention of MSG-3 to allow the transfer of General Visual Inspections (GVI) and Visual Checks (VC, VCK) originating from the Systems/Powerplant or Structures analysis to the Zonal Program. It is the intention of the Note in the Systems section to exclude those tasks derived from an FEC 5 or FEC 8 analysis from transfer. Unfortunately when wording the document, not all two task types and not all 2 sources of tasks are consistently mentioned, this leads to some formal inconsistencies which results in the following issues:
- Formally Visual Checks derived from a FEC 8 analysis could be transferred to Zonal
- This situation creates unnecessary confusion and a low level of harmonisation, while still allowing a potentially dangerous policy.

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Recommendation (including Implementation):

- Add a note in 2-3-7-2 to prevent transfer of safety (FEC8) VC to zonal.

Add the following Note for Second Level Task Development (2-3-7.2)

NOTE: A Visual Check identified through application of Systems/Powerplant logic may not subsequently be considered as covered by a zonal inspection as described in paragraph 2-5-1(j) if it is derived from a Category 8 analysis. At the level of the originating document, such a task must be retained as a standalone Visual Check-task within the MSI from which it was identified.
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IMRBPB Position:

Date: April 26, 2012

Position:

IMRBPB accepts the revised CIP.

CIP closed as IP121.

Status of Issue Paper (when closed state the closure date): April 26, 2012

Recommendation for implementation:

Upon next revision of MSG-3.

Important Note: The IMRBPB positions are not policy. Positions become policy only when the policy is issued formally by the appropriate National Aviation Authority.