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.
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.

**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.