

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

Initial Date: 28/Apr/2017
IP Number: IP162
Revision / Date: R0 / 28/Apr/2017

Title: Sampling programs purpose

Submitter: ANAC

Applies To:	
MSG-3 Vol 1	X
MSG-3 Vol 2	X
IMPS	

Issue: Manufacturers and operators, at WG and ISC meetings, are proposing to approve initial task intervals greater than those that can be substantiated by the recommended methods (e.g. tests and technical analysis, vendor recommendation, service experience, etc.) by using sampling programs as support.

Problem: Usage of sampling programs for substantiating the task intervals would generate MRB Report proposals with intervals that would deviate from the MSG 3 guidelines for task interval definition, and could lead to the definition of task intervals that are less than effective, “pre-escalated” in the initial MRB Report. A sampling program is likely not sufficient to identify any existing issue prior to it becoming a safety (or economic) concern. MRB Report proposals with intervals based on these grounds cannot be approved by the MRB.

Recommendation (including Implementation):

Intervals to be published in the initial MRB Report for any aircraft should be only as large as can be properly substantiated. Sampling programs should be proposed only to confirm (validate), in practice, that the selected (and properly substantiated) interval is adequate, as long as no unexpected degradation characteristics are identified.

It is recommended that the Sampling paragraph in the Systems/Powerplant section in MSG-3, paragraph 2-3-8, subparagraph 7, be revised with the addition of the highlighted text below:

“Sampling may be established for items defined in the Systems and Powerplant Analysis Procedures.

Sampling is an examination of a specific number of items at defined intervals in order to ~~confirm~~ validate that there are no unexpected degradation characteristics. **Sampling programs should not be used as a means to select initial task intervals larger than those that can be substantiated with available data.** Non-sampled items may continue in service until sampling results highlight the need for additional scheduled maintenance.”

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IMRBPB Position:

Date: 28/Apr/2017

Position: IMRBPB agrees to CIP ANAC-2015-01 with the changes implemented at the IMRBPB Meeting 2017, which becomes IP162

Date:

Position:

Status of Issue Paper and date:

Active 28/Apr/2017

Recommendation for implementation:

IP162 will be included into the next revision of the MSG-3 document

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.