

International Maintenance Review Board Policy Board (IMRBPB)

Issue Paper (IP)

IP Number: CIP IND-2019-13

Initial Date (DD/MMM/YYYY): 12Aug2019

Revision / Date (DD/MMM/YYYY): 06May2021

Effective Date (DD/MMM/YYYY):

Retroactivity (Y/N):

Title:	IMPS - Certification Review Item
Submitter:	MPIG

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

Issue:

In respect to bilateral agreement, whatever for which authorities the MRB Chairpersons belong, their responsibilities should be equivalent.

For information, here below an extract from “TECHNICAL IMPLEMENTATION PROCEDURES FOR AIRWORTHINESS and ENVIRONMENTAL CERTIFICATION” between the Federal Aviation Administration of the United States of America and the European Aviation Safety Agency of the European Union, Revision 6 - September 22, 2017:

3.5.10.3 Use of CRI's and IP's

- (a) The VA may use CRIs or IPs, as applicable, to fully develop and document resolution of each of these applicable criteria.
- (b) The VA will not generate an IP or CRI on a subject which has already been addressed by the CA, if applicable to the validation, and with which the VA concurs. The VA will use the work plan to document decisions to rely on the CA IP or CRI in these cases.
- (c) The VA will coordinate IP's or CRI's through the CA to the applicant in order to expedite a mutually acceptable resolution with the awareness of both Authorities.
- (d) VA intention to raise IP or CRI, as applicable, must be documented in the work plan and approved by VA management.

Additionally to the exposed issue, it appears that there could be confusion between IMRBPB Issue Paper and Certification Issue Paper.

Problem:

Some TCHs may understand that the term ‘issue paper’ used in IMPS para 4.1.5 refers only to the FAA's ‘Issue Paper’ and thus may not also take into account equivalent documents issued by other Authorities / Agencies, e.g. Certification Review Items (CRI) issued by EASA. Consequently, instead of adding the different names/acronyms of Certification Issue Paper depending the Authorities involved, a simplification is proposed to avoid these misunderstandings.

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Recommendation (including Implementation):

Update IMPS document as follow:

- 4.1.5** The MRB Chairperson is responsible for coordination on all issues of concern with the CA Certification Branch. The MRB Chairperson should ensure standardization and harmonization of the MRB processes and associated activities with the international MRB process.

NOTE: The original CIP proposal was submitted by Airbus and Dassault-Aviation

IMRBPB Position:	
Date:	
Position:	
Recommendation for Implementation:	

Status of the Issue Paper:	<input checked="" type="checkbox"/>	Active
	<input checked="" type="checkbox"/>	Incorporated in MSG-3 / IMPS (with details)
	<input checked="" type="checkbox"/>	Archived