



Issue Paper (IP)

IP Number: 207

Initial Date (DD/MMM/YYYY): 12/May/2023

Revision - Date (DD/MMM/YYYY): Rev. 0 / 12/May/2023

Effective Date (DD/MMM/YYYY): 11/Jul/2023

Retroactivity (Y/N): N

<b>Title:</b>	IMPS Appendix 4 [List of Abbreviations and Glossary of Terms] Clean-up
<b>Submitter:</b>	EASA

<b>Applies To:</b>	
MSG-3 Vol 1	
MSG-3 Vol 2	
IMPS	X

<b>Issue:</b>
<b><u>Issue 1</u></b>
A different SSI definition in MSG-3 2018.1 Vol 1 and Vol 2 generates an issue for the IMPS document in which the SSI definition is valid for both MSG-3 volumes.
The SSI definition in the IMPS Issue 2 Appendix 4 is currently in line with MSG-3 2018.1 Volume 1 only.
Duplication of definitions/terms in IMPS and MSG-3 Vol 1 & Vol 2 could generate discrepancies or generate errors in case of update.
<b><u>Issue 2</u></b>
It has been noticed that IMPS Issue 2 Appendix 4 [List of Abbreviations and Glossary of Terms] need to be corrected (some abbreviations to be added, removed).

<b>Problem:</b>
<b><u>Problem 1</u></b>
Since MSG-3 2015.1, the recommendations of the IP 147 [Clarification of “human occupant” in Volume 2] have been endorsed in Volume 2 with an update of the SSI definition highlighted in yellow as follows:
<i>MSG-3 2018.1 Vol 2</i>
<b>2-4-1. Aircraft Structure Defined</b>
<b>[...]</b>
<b>1. Significant and Other Structure</b>
Structure can be subdivided into items according to the consequences of their failure to aircraft safety as follows
a. A <b>Structural Significant Item (SSI)</b> is any detail, element or assembly, which contributes significantly to carrying flight, ground, pressure or control loads <b>or external load</b> , and whose failure could affect the structural integrity necessary for the safety of the aircraft <b>and/or might cause serious or fatal injury to human occupants.</b>



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**Appendix A Glossary**

[...]

**Structural Significant Item - (SSI)**

Any detail, element or assembly, which contributes significantly to carrying flight, ground, pressure or control loads **or external load**, and whose failure could affect the structural integrity necessary for the safety of the aircraft **and/or might cause serious or fatal injury to human occupants.**

**NOTE: the term “human occupants” includes people supported by external load carrying systems (i.e. hoist/cargo hook etc).**

Recommendations of the IP 147 have been endorsed in Volume 2 only so the SSI definition is currently different between the MSG-3 2018.1 Vol 1 and 2. In fact:

*MSG-3 2018.1 Vol 1*

**2-4-1. Aircraft Structure Defined**

[...]

**1. Significant and Other Structure**

Structure can be subdivided into items according to the consequences of their failure to aircraft safety as follows

- a. A **Structural Significant Item (SSI)** is any detail, element or assembly, which contributes significantly to carrying flight, ground, pressure or control loads and whose failure could affect the structural integrity necessary for the safety of the aircraft.

**Appendix A Glossary**

[...]

**Structural Significant Item - (SSI)**

Any detail, element or assembly, which contributes significantly to carrying flight, ground, pressure or control loads and whose failure could affect the structural integrity necessary for the safety of the aircraft.

However the IMPS Issue 2 Appendix 4 [List of Abbreviations and Glossary of Terms] includes one unique SSI definition that is currently in line with the MSG-3 2018.1 Vol 1 only. In fact:

*IMPS Issue 02*

**Structural Significant Item (SSI)**

Any detail, element, or assembly that contributes significantly to carrying flight, ground, pressure, or control loads, and whose failure could affect the structural integrity necessary for the safety of the aircraft



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**Problem 2**

It has been noticed that the IMPS Issue 2 Appendix 4 [List of Abbreviations and Glossary of Terms] need to be corrected (some abbreviations to be added/removed). E.g.:

Missing Abbreviations:

- AD – Airworthiness Directive
- A4A – Airlines for America
- Etc.

Abbreviations not mentioned in the document:

- AEP – Age Exploration Program
- AFRP – Aramid Fiber Reinforced Plastic
- Etc.

**Recommendation (including Implementation):**

**Recommendation 1**

To avoid duplication of definitions/terms in IMPS and MSG-3 Vol 1 & Vol 2 that could generate discrepancies like the case previously described or generate errors in case of update, we recommend the removal of definitions/terms already included in the MSG-3 documents from the IMPS Appendix 4.

An additional NOTE that clearly points to MSG-3 Appendix A [Glossary] for definitions/terms specifically related to MSG-3 is also recommended.

Ref. to the below updated Appendix 4.

**Recommendation 2**

To align the IMPS Issue 2 Appendix 4 [List of Abbreviations and Glossary of Terms] with the contents of the IMPS document.

Ref. to the below updated Appendix 4.



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**APPENDIX 4**

**List of Abbreviations and Glossary of Terms**

AC	Advisory Circular
ACO	Aircraft Certification Office
AD	Accidental Damage
<del>AD</del>	<del>Airworthiness Directive</del>
ADR	Accidental Damage Rating
AEG	Aircraft Evaluation Group
<del>AEP</del>	<del>Age Exploration Program</del>
<del>AFRP</del>	<del>Aramid Fiber Reinforced Plastic</del>
AFM	Aircraft Flight Manual
AFS	Aircraft Flight Standards
AHM	Aircraft Health Monitoring
ALI	Airworthiness Limitation Item
ALS	Airworthiness Limitation Section
<del>AMM</del>	<del>Aircraft Maintenance Manual</del>
<del>AMOC</del>	<del>Alternative Method of Compliance</del>
ANAC	Agência Nacional de Aviação Civil
ATA	Air Transport Association of America, Inc.
A4A	Airlines for America
CA	Certifying Authority
CAA	Civil Airworthiness Authority
CAAC	Civil Airworthiness Authority of China
CAAS	Civil Airworthiness Authority of Singapore
CASA	Civil Aviation Safety Authority of Australia
<del>CFRP</del>	<del>Carbon Fiber Reinforced Plastic</del>
CMC	Centralized Maintenance Computer
CMCC	Certification Maintenance Coordination Committee
CCMR	Candidate Certification Maintenance Requirement
CFR	Code of Federal Regulations
<del>CMM</del>	<del>Component Maintenance Manual</del>
<del>CMO</del>	<del>Certificate Management Office</del>
CMR	Certification Maintenance Requirement
<del>CP</del>	<del>Corrosion Program</del>
CPCP	Corrosion Prevention and Control Program
<del>DAH</del>	<del>Design Approval Holder</del>
DET	Detailed Inspection
DOT	Department Of Transportation
DIS	Discard
<del>DSO</del>	<del>Design Service Objective</del>
<del>DTA</del>	<del>Damage Tolerance Assessment</del>
<del>DTR</del>	<del>Damage Tolerance Rating</del>
DY	Daily



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<del>EAPAS</del>	<del>Enhanced Airworthiness Program for Airplane Systems</del>
ECM	Engine Condition Monitoring
<del>ECO</del>	<del>Engine Certification Office</del>
EASA	European Union Aviation Safety Agency
ED	Environmental Deterioration
EDR	Environmental Deterioration Rating
<del>EIGAS</del>	<del>Engine Indicating and Crew Alerting System</del>
<del>EROPS</del>	<del>Extended Range Operations</del>
<del>ETOPS</del>	<del>Extended Operations</del>
EWIS	Electrical Wiring Interconnection System
EZAP	Enhanced Zonal Analysis Procedure
FAA	Federal Aviation Administration
FADEC	Full Authority Digital Engine Control
<del>FC</del>	<del>Functional Check</del>
<del>FNC</del>	<del>Functional Check</del>
FD	Fatigue Damage
FEC	Failure Effect Category
FEQ	Failure Effect Questions
FFA	Functional Failure Analysis
FH	Flight-Hours
FLT	Flight
FMEA	Failure Mode and Effects Analysis
FOEB	Flight Operations Evaluation Board
FTS	Fuel Tank Safety
GFRP	Glass Fiber Reinforced Plastic
GCAA	General Civil Aviation Authority
<del>GV</del>	<del>General Visual</del>
GVI	General Visual Inspection
HIRF	High Intensity Radiated Fields
HKCAD	Hong Kong Civil Aviation Department
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
IMPS	International MRB/MTB Process Standard
IMRBPB	International Maintenance Review Board Policy Board
IP	Issue Paper
ISC	Industry Steering Committee
JCAB	Japan Civil Aviation Bureau
L/HIRF	Lightning/High Intensity Radiated Field
LHWG	L/HIRF Working Group
<del>LU/LUB</del>	<del>Lubrication Task</del>
<del>MEA</del>	<del>Maintenance Engineering Analysis</del>
<del>MEL</del>	<del>Minimum Equipment List</del>
<del>MFG</del>	<del>Manufacturer</del>
<del>MMEL</del>	<del>Master Minimum Equipment List</del>
<del>MPD</del>	<del>Maintenance Planning Document</del>



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MPIG	Maintenance Program Industry Group
MPP	Maintenance Program Proposal
MRB	Maintenance Review Board
MRBPB	Maintenance Review Board Policy Board
MRBR	Maintenance Review Board Report
MRD	Maintainability and Reliability Data
MSC	Maintenance Steering Committee
MSG-1	Maintenance Steering Group - 1st Task Force
MSG-2	Maintenance Steering Group - 2nd Task Force
MSG-3	Maintenance Steering Group - 3rd Task Force
MSI	Maintenance Significant Item
MTB	Maintenance Type Board
MTBF	Mean Time Between Failure
MTBR	Maintenance Type Board Report
MTBUR	Mean Time Between Unscheduled Removal
MWG	Maintenance Working Group
NAA	National Aviation Authority
NDI	Nondestructive Inspection
<del>NDT</del>	<del>Nondestructive Test</del>
OEM	Original Equipment Manufacturer
<del>OPC</del>	<del>Operational Check</del>
<del>PI</del>	<del>Principal Inspector</del>
<del>PMMEL</del>	<del>Proposed Master Minimum Equipment List</del>
PPH	Policy and Procedures Handbook
PSE	Principal Structural Element
<del>RF</del>	<del>Radiated Frequency</del>
RFM	Rotorcraft Flight Manual
<del>R/I</del>	<del>Remove and Install</del>
<del>RMP</del>	<del>Recommended Maintenance Process</del>
RMPIG	Rotorcraft Maintenance Program Industry Group
<del>RS</del>	<del>Restoration</del>
RST	Restoration
<del>SATO</del>	<del>Statistical Analysis Tasking Optimization</del>
SB	Service Bulletin
SC	Steering Committee
SDI	Special Detailed Inspection
SFD	Systems Functional Description
<del>SID</del>	<del>Supplemental Inspection Document</del>
<del>SI</del>	<del>Structural Inspection</del>
SL	Service Letter
<del>SSA</del>	<del>System Safety Assessment</del>
SSI	Structural Significant Item
<del>SSID</del>	<del>Supplemental Structural Inspection Document</del>
<del>STWG</del>	<del>Structures Working Group</del>
<del>SVG</del>	<del>Servicing Task</del>
<del>SWG</del>	<del>Structures Working Group</del>



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TBD	To-Be-Determined
TCDS	Type-Certificate-Data-Sheet
TCCA	Transport Canada Civil Aviation
TCH	Aircraft Type-Certificate Holder or Applicant
TLD	Time Limited Dispatch
TR	Temporary Revision
TSQ	Task Selection Questions
UV	Ultraviolet
VA	Validating Authority
VC	Visual Check
VCK	Visual Check
VTOL	Vertical Take-Off and Landing
WG	Working Group
ZA	Zonal Analysis
ZIP	Zonal Inspection Program
ZWG	Zonal Working Group

**Note: Refer to the MSG-3 Appendix A [Glossary] for definitions / terms specifically related to MSG-3.**

**Certifying Authority**

The regulatory authority responsible for initial certification of an aeronautical product and would typically also be identified as the state of design. Normally the CA provides the MRB Chairperson during the MRB process.

**Confidence Level**

The likelihood that the overall fleet performance lies within the range specified by the sample fleet performance. The confidence level is usually expressed as a percentage.

**Evolution/Optimization**

Task performed through the management of data as a means to assure the continued applicability and effectiveness of the task, while improving the integrity of the process.

**Line Maintenance**

Routine check, inspection, and malfunction rectification performed en-route and at base stations during transit, turn-around, or night stop.

**Non-metallics**

~~Any structural material made from fibrous or laminated components bonded together by a medium. Materials such as graphite epoxy, boron epoxy, fiberglass, kevlar epoxy, acrylics, and the like are non-metallics. Non-metallics include adhesives used to join other metallic or non-metallic structural materials.~~



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**Non-Routine Task**

A task is non-routine when it is not a planned/scheduled task coming from the operator's/manufacturer's maintenance program.

**Pilot Report (PIREP)**

Suspected or known malfunctions or unsatisfactory conditions that are entered by the flightcrew into the aircraft log and require maintenance action.

**Maintenance Review Board (MRB) Chairperson**

An airworthiness inspector/expert competent in the MRB process, who must have system/structures training on particular aircraft and have Maintenance Steering Group-3rd Task Force (MSG-3) formal training.

**Risk Management (RM)**

The systematic application of management policies, procedures, and practices to the tasks of identifying, analyzing, evaluating, treating, and monitoring risk.

**Safety Management**

The application of engineering and management principles, criteria, and techniques to optimize safety. It is an integrated and comprehensive engineering effort.

**Structural Significant Item (SSI)**

~~Any detail, element, or assembly that contributes significantly to carrying flight, ground, pressure, or control loads, and whose failure could affect the structural integrity necessary for the safety of the aircraft.~~

**Unscheduled Maintenance**

Maintenance performed to restore an item to a satisfactory condition by correcting a known or suspected malfunction and/or defect.

**Validating Authority**

Either an authority that is responsible for validating the initial CA MRBR as defined in the letter of confirmation, or who carries out a post certification validation exercise, whether the validating authority signs the MRBR or not.





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<b>IMRBPB Position:</b>	
<b>Date:</b>	12 May 2023
<b>Position:</b>	Agreed, closed in 2023 meeting as IP 207
<b>Recommendation for Implementation:</b>	As per effective date

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