



**Airlines for America™**  
We Connect the World

## **MPIG opening for IMRBPB**

May 8, 2023

# MPIG introductory comments

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- ✓ Thank you, EASA for sponsoring this forum
  - ✓ Logistics, communications, agenda...
  - ✓ Outstanding !
  
- ✓ Thank you, IMRBPB
  - ✓ attention to our jointly developed communications and procedures which have guided us to this result
  
- ✓ MPIG / RMPIG embraces face to face teamwork
  - ✓ Touch communications is essential for contextual listening

# MPIG introductory comments

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- ✓ No other industry group works near the scale !
  - ✓ Common purpose on safety & harmonized global standard
  - ✓ The range and complexity of issues
  - ✓ Continuous improvements based on practical application
  - ✓ Strategic long-term focus
  - ✓ 10 NAAs acceptance - extremely unique
  - ✓ MPIG / RMPIG applauds the IMPRBP for this effort

# MPIG introductory comments

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- ✓ Other industry segments have taken notice (e.g., cyber)
  - ✓ It's not a “group think” self-originated accolade
  - ✓ Others covet the framework and results we have achieved together
- ✓ I want to share something quite special with you
  - ✓ I was been requested to overview MSG3 history, significance, challenges overcome, benefits to industry and uniqueness (in a one page summary).

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## Background / History

### July 1968 - MSG1 initial (747 only):

- The origin of MSG - written by the 747 M Steering Group
- Purpose: define the organization of resources, decision processes and procedures agreed to by airlines, regulators and manufactures during design phase of a new aircraft in developing a maintenance program.
  - Driven by the technical complexity of new equipment, need to balance airline efficiency/cost, consider individual A/C characteristics and secure FAA approval.
- Scope: all systems, components, powerplant and structures
- Organization:
  - The MSG - 747 Operators, Boeing, and P&W
    - Technical working groups (WGs) – systems, PP, structures...
      - FAA only invited at the WG level - limited to technical issues
- Aug 1, 1968 - Rev.1
- June 1, 1969 – Rev.2

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March 1970 - MSG2 called the Steering group:

- Operators, the Prime manufacturers of the airframe and PP and where feasible the Regulatory Authority.  
FAA involved at the WG level limited to technical issues.

October 1980 - MSG3 called the Steering group Committee:

- Operators, the Prime manufacturers of the airframe and PP and where feasible the Regulatory Authority  
FAA involved at the WG level limited to technical issues.
- **Since the original issue there has been 14 revisions with the most recent being revision 2022.1. Revisions have occurred every 2-3 years.**

Significance

**From the beginning to present this process standard has been the foundation for Operators, Manufactures and Regulators to cooperate, balance unique perspectives and agree on the principles and framework standards of maintenance program development.**

The process standard enjoys a sort of beacon status where stakeholders voluntarily pursue excellence, harmonization, logic and critical thinking for the larger purpose of safety, reliability, efficiency and the betterment of industry as a whole. It has become a symbol and in many ways a model for achieving understanding between the three stakeholders.

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## Challenges overcome

By far the largest challenge has been **retaining an unwavering trust in something larger and more important than any one stakeholder's individual needs**. This alone has been the primary enabling force for all other challenges (which have been many) to be solved. Most recently, the process standard is undergoing a significant discrimination in assessing its capability to consider a range of technological advancements and innovations. The standard is expected to overcome this challenge, evolve to MSG4 in the next 12-24 months and embrace both emerging near term and forecasted innovations. **The organization and process itself has an embedded culture of innovation and continuous improvement as a function of practical application.**

## Benefits to Industry

The worldwide **accepted preeminent process standard for commercial aviation maintenance program development.**

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## Uniqueness'

The only known process standard gaining international acceptance from the field of commercial aviation operators, manufacturers and 10 regulator NAAs (soon to be 11 – w/UK) The organization and people involved are senior experts in their field, mature leaders and demonstrate an unusual mutual respect for one another. Diversity, equity, inclusion and cultural integration on a global scale is implicit.

**A tried-and-true organization structure and management process** has been perfected over time which includes the following key characteristics: \* Charters, scope and terms of reference , \* governance process for Industry contributors (Fixed Wing Operators & Manufacturers), Rotorcraft (Operators & Manufactures) & Regulatory contributors, \* Joint policy decision making body (IMRBPB), \* Strategic long-term outlook (5-10 years)

These leaders recognize the need for **succession planning**. In all three stakeholder domains; coaching, sharing and skill development is observed in preparing the next generation of leaders. Such transitions often span many years.



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- ✓ Since 2022 IMRBPB - MPIG held 10 meetings
  - ✓ 6 monthly in 2022, 3 bi-monthly in 2023 + 1 ad-hoc
  - ✓ There has been a number of both scheduled and ad-hoc sub-group meetings to include : SWG (~8), MSG-X (~7), AHM (~4) , L/HIRF (~4) all including involvement by regulatory specialists
  - ✓ Additional task forces were also initiated from within these sub-groups
    - ✓ MSG-X white paper task force
    - ✓ SAE subject crossover mapping
    - ✓ AHM Terminology standardization
- ✓ MPIG / RMPIG also :
  - ✓ Prepared seven (7) CIPs to present during our meeting
  - ✓ Reviewed and prepared for discussion on the 8 EASA CIPs

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- ✓ We look forward to a cooperative and productive meeting



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