



**Airlines for America™**  
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## **MPIG L/HIRF WG**

### IMRBPB 2025 Status Report

Dubai, UAE  
May 2025

# L/HIRF WG Members

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## ✓ Regulators:

- CAAC;
- EASA;
- FAA;
- TCCA;

## ✓ Industry:

- Aerotechna;
- Airbus;
- Archer;
- Boeing;
- Embraer;
- FedEx;
- Gulfstream;
- Leonardo;
- Wisk;

## Last 12 months Scope

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Limited to the support of existing Assurance Program discussions;

New topic: Zonal transfer support to author (EASA);

### **CIP EASA 2023-08\_R02 - “Assurance Program”**

- Pre-discussion polling results: supported;
- Provided feedback to author;

### **CIP EASA 2025-02 - “Zonal Transfer”**

- Pre-discussion polling:
  - 34% did not support;
  - 66% support with changes;
- Post polling alignment and feedback provided to author;

# MPIG L/HIRF WG Feedback

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## CIP EASA 2023-08\_R02 - “Assurance Program”

- CIP final decision may rely on the outcome of the IMRBPB AI 2024-04 (Identify the process owner within each NAA for follow up within the MRB process);
- MPIG can support the removal of the L/HIRF AP from the MSG-3 logic;
- The current CIP does not provide sufficient guidance for the use of an AP by an MRB/MTB;
  - MPIG has a draft CIP with IMPS proposals;
  - EASAs position is to move forward one step at a time;

# MPIG L/HIRF WG Feedback

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## CIP EASA 2025-02 - “Zonal Transfer”

- Intent is supported; Small changes will be proposed.
- Object for proposed change is the same as the Assurance Program CIP. Final adjustments might be needed depending on the approved changes in flowchart amongst the 2 CIPs;
- The WG and the author discussed the acceptance of L/HIRF Cert. Level A protections as Zonal tasks. Agreed to be adequate, but may need clarification and further discussion.
- Albeit not proposed by the author, the WG emphasized that it would not support the CIP to be retroactive.



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