

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

**Initial Date:** DD/MM/YYYY

**IP Number:** IPXXX

**Revision / Date:** RX / DD/MM/YYYY

**Title:** Updated definition of “Operating” in MSG-3 (Rev.2018.1) Volume 1 and 2.

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

**Submitter:** EASA

**Issue:** Definition of “Operating” in the MSG-3 (Rev.2018.1) Volume 1 and 2 Document is not in line with the ICAO definition of “Operation of an aircraft”.

**Problem:**

The definition of “Operation” in the MSG-3 (Rev.2018.1) Volume 1 and 2 Document is the following “This is defined as the time interval during which passengers and crew are on board for the purpose of flight.”

The definition of “Operation of a manned aircraft” in the ICAO Annex 13 is the following “all the time interval that takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked.”

Example: In some aircrafts the main entrance door is designed with retracting stairs or with folding stairs (business jet). From the current MSG-3 logic these systems are analysed as not having an adverse effect on operating safety or operating capability because passengers and crew are not yet considered on board for the purpose of flight.

**Recommendation (including Implementation):**

2.3.5 Consequence of Failure (First Level) in MSG-3 (Rev. 2018.1) Volume 1 and 2

Operation: This is defined as the time interval ~~during which passengers and crew are on board for the purpose of flight~~ that takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked.

Glossary has to be amended accordingly.

**IMRBPB Position:**

**Date:**

**Position:**

**Status of Issue Paper and date:**

**Recommendation for implementation:**



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**Retroactive: NO**

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