

2017 IMRBPB Meeting Summary

April 24-28, 2017

Cologne, Germany, hosted by the European Aviation Safety Agency (EASA)

References

Event website:

<http://www.easa.europa.eu/newsroom-and-events/events/imrbpb-meeting-2017>

Attendance list:

<http://www.easa.europa.eu/system/files/dfu/IMRBPB%202017%20-%20Attendance%20List.pdf>

Agenda:

<http://www.easa.europa.eu/system/files/dfu/IMRBPB%202017%20-%20Agenda.pdf>

Meeting Pre-package:

<http://www.easa.europa.eu/system/files/dfu/Prepackage%205%20April%202017.zip>

Meeting Documents:

<http://www.easa.europa.eu/system/files/dfu/IMRBPB%202017%20Meeting%20documents.zip>

Candidate Issue Papers (CIPs)

The following CIPs were discussed, with the following decisions:

Note: All proposed CIPs are available at the event website, under title “Downloads”, “IMRBPB 2017 - Pre-package”

A – CIP ANAC-2015-02 – Sampling Programs Purpose

The CIP was discussed, revised and **ACCEPTED**. It is now published as **IP 162**.

B – CIP EASA-2016-02 – MRBR Temporary Revisions Policy

The CIP was discussed, revised and **ACCEPTED**. It is now published as **IP 173**.

C – CIP EASA-2017-01 – CPCP as Part of the Periodic Review

The CIP was discussed, revised and **ACCEPTED**. It is now published as **IP 163**.

D – CIP EASA-2017-02 – Structure Analysis for Landing Gear

The CIP was discussed, revised and **ACCEPTED**. It is now published as **IP 164**.

E – CIP EASA-2017-03

The CIP was discussed and **WITHDRAWN**. The group agreed that each task types should be defined with regards to the task nature, irrespective of who performs the task or where the task is to be carried out (e.g.: by the operator, “on wing”, on the shop, or at other maintenance facility). Nevertheless, the group agreed there is currently no issue that requires addressing as long the procedures associated with a task properly describe what is to be done.

It was highlighted that there is still an issue with the management of tasks that are performed on shop, and how these tasks should be handled by the operators. A suggestion was made that in the future MPIG might consider engaging with the IMRBPB to try to solve this issue through a new CIP.

F – CIP FAA-2017-01 – MSG-3 Analysis of Powerplant/APU/Propellers

CIP was discussed, revised and **ACCEPTED**. It is now published as **IP 165**.

G – CIP FAA-2017-02 – IP Management Procedure Changes

CIP was discussed, revised and **ACCEPTED**. It is now published as **IP 174**.

There was also a suggestion that the definitions introduced by the CIP should be added to the IMRBPB website.

H – CIP FAA-2017-03 – Use of Engine Condition Monitoring Update

CIP was discussed and **WITHDRAWN**. There are open discussions regarding the usage of ECM vs. ECTM, and regarding the understanding of what “certified for credit” means how it should be applied.

I – CIP FAA-2017-04 – IMPS 4.6 Maintenance Review Board Report Proposal

CIP was discussed, revised and **ACCEPTED**. It is now published as **IP 175**.

Note: 5.23 will no longer be applicable after TR paragraph in IMPS is reviewed per IP 173

J – CIP FAA-2017-05 – Letter of Confirmation

CIP was discussed, revised and **ACCEPTED**. It is now published as **IP 166**.

K – CIP FAA-2017-06 – Electronic Signature Standards and Approval of MRB “Data Blocks”

CIP was discussed, revised and **ACCEPTED**. It is now published as **IP 167**.

L – CIP FAA-2017-07 – IMPS Revision – MRBR Periodic Review

CIP was discussed, revised and **ACCEPTED**. It is now published as **IP 168**.

M – CIP FAA-2017-08 – MRB PPH Rules for Acceptance

CIP was discussed and **WITHDRAWN**. Group generally agreed that original IMPS text was satisfactory.

N – CIP FAA-2017-09 – Time Limited Dispatch Task Interval Consideration

CIP was discussed and was put **ON HOLD** to be reworked for the next cycle.

O – CIP FAA-2017-10 – PPH Suggested Content (IMPS Appendix 1)

CIP was discussed and put **ON HOLD**. Authorities will discuss the correct level of detail for the PPH content in IMPS, as well as whether the content will be listed as a requirement or as a reference.

P – CIP TCCA-2017-01 – Influence of National Requirements on the Development of MSG-3 Analysis and Task Definition

CIP was discussed, revised and **ACCEPTED**. It is now published as **IP 169**.

Q – CIP TCCA-2017-02 – Implementation of IMPS and the MRB Validation Process

CIP was discussed and **WITHDRAWN**. IMRBPB outreach to other aviation entities or groups was added to the IMRBPB Charter, with no need for a CIP.

R – CIPR IND-2013-01 – HUMS For Credit

CIP was discussed, revised and **ACCEPTED**. It is now published as **IP 170**.

S – CIP IND-2015-07 – Scope of FD Analysis in MSG-3

CIP was discussed, revised and **ACCEPTED**. It is now published as **IP 171**.

T – CIP IND-2015-10 – Maintenance Function Definition

CIP was discussed and **WITHDRAWN** as no agreement was reached. As future experience may show, if this becomes a problem with programs, or if this becomes a harmonization issue, this subject may be looked at again.

U – CIP IND-2016-04 – Handling of Loose Equipment within MSG-3

CIP was discussed and **REJECTED**. IMRBPB rejected proposal on the basis that all items particular to a model, regardless of them being included to comply with a certification or with an operational requirement, or even as an optional equipment with no associated requirement, and including loose equipment, should be evaluated according to MSG-3 methodology.

V – CIP IND-2016-07 – Clarification of note in 2.3.1 of MSG-3

CIP was discussed and **WITHDRAWN**. The IMRBPB made a recommendation that the referred note should be deleted from both MSG-3 volumes, as the note is for emphasis and doesn't effectively add any requirement; however, deleting the note might lead to the idea that fuel ignition prevention functions need not be analyzed and thus the CIP was withdrawn.

It should be clear to all those involved in the MRB process that fuel ignition prevention functions are expected to be analyzed, either within MSIs or in a dedicated MSI, or both.

W – CIP IND-2016-08 – Identification of CCMR tasks in MRBR

CIP was discussed and **WITHDRAWN**. With the ongoing changes to AMC 25-19 and AC 25-19A there may not be a reason to go further with this CIP. After AMC 25-19 and 25-19A are revised, MSG-3 and IMPS may be revisited should any change be needed.

X – CIP EASA-2017-04 – 3-year IMPS cycle

CIP was discussed, revised and **ACCEPTED**. It is now published as **IP 172**.

Other topics not covered by CIPs

3-year revision cycle

In addition to the discussions of CIP EASA-2017-04, the group discussed whether it would be beneficial that both MSG-3 and IMPS should be in sync. The group agreed that the next revision for IMPS and MSG-3 should be 2018, and from then after every 3 years. To cope with the larger interval between revisions, a means for adoption of CIPs in between revisions should be developed. Also, means for approving CIPs after the IMRBPB meeting would be desirable in the cases where actions remain open from the meeting.

Also, with the agreement on the 3-year cycle for IMPS and MSG-3, IMRBPB also agreed upon changing the IMRBPB management (Chair, Co-chair and Secretary) cycle to a 3-year term. IMRBPB agreed that current management should follow in place until 2018, to be in sync with the IMPS revision cycle.

Branding/Logo

The topic of whether the IMRBPB should start adding a logo to its documents and website was discussed. All agreed on branding. Design options will be shared with all for comments and ideas.

EASA Presentation – Driving Efficiencies in the MRB Process

EASA made a presentation titled "Driving Efficiencies in the MRB Process". The presentation is available at event website under title "Event Proceedings", "IMRBPB 2017 - Meeting Documents"

Aircraft Health Monitoring Update

IATA made a presentation updating the works of the Aircraft Health Monitoring Working Group. The presentation is available at event website under title "Event Proceedings", "IMRBPB 2017 - Meeting Documents"

IMPS implementation into national guidance

The question was made to all IMRBPB members as to their expectations for having the IMPS implemented into their national guidance. The feedback from each member is as follows:

EASA: They are in progress of implementing IMPS, plan to have guidance document changed, amended in July;

FAA: AC 120-22C is coming to D, will go through formal comment internally, will be available for further comment, looking to finish that process this year (fall);

ANAC: they're currently reviewing several of the Agency processes, the ones related to MRB are in the package. Idea is to have their process making a link to the IMPS document, which is expected by the end of this year;

CAAC: will compare their current standard with IMPS and will give feedback next meeting. CAAC supports IMPS and encourages adoption;

HKCAD: they already accept IMPS automatically;

TCCA: They're currently in process of translating the documentation, they hope to implement by fall this year;

JCAB: Target date next March (2018) for their circular;

CASA: Not currently in the horizon. Participating in PB is currently aimed to be involved in the discussions and contribute.

Action Items

Existing IMRBPB open action items were reviewed and dispositioned as follows:

13/06

MPIG mentioned that the intention remains that a paper be proposed to addresses the relation between MRB and Limitations in a general manner. They propose to take this back to ensure the text is in line with the issue. At this point, until a paper is proposed, there is no reason to discuss this topic with Certification Office, thus the Action Item will be **CLOSED**.

15/01

Action Item was implemented through IP 174, **CLOSED**

16/01

With withdrawal of Maintenance Functions Candidate Issue Paper (CIP IND 2015-10), the group agreed the action can be closed, as no agreement was reached on the CIP. Should experience with future programs identify there is an issue, a new CIP may be proposed.

Next meeting date and location

Next meeting is scheduled for April 23-27, in Shanghai, and it will be hosted by CAAC

Final remarks were presented and the meeting was adjourned.