

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

Initial Date : 03/Nov/2016

IP Number: CIP-FAA-2017-09

Revision / Date : 1 / 25/JAN/2018

Title: Time Limited Dispatch (TLD) Task Interval Consideration

Submitter: FAA

Issue: The TLD is a certification analysis of the Full Authority Digital Engine Control (FADEC) propulsion system, to determine how long these systems can be dispatched with faults present. The dispatch intervals are the approved maximum time for dispatch with faults present in the system before corrective maintenance is required. Typically, dispatch intervals classified into 4 categories as follows:

- No Dispatch
- Short Time Dispatch
- Long Time Dispatch
- Manufacturer/Operator Defined Dispatch

These dispatch intervals for the FADEC system are defined in the engine Airworthiness Limitations section.

Problem: MSG-3 logic provides general guidelines under section 2-3-8 Systems/Powerplant Task Interval Determination. Various NAA's however are in disagreement with the practice of allowing the use of "certification" intervals for consideration in MSG. The working groups should have available "all" sources of pertinent data during task interval determination, including TLD certification requirements. The working group can then make an appropriate task interval selection based on the data available.

Recommendation (including Implementation):

Add the following to the IMPS document under section 4.7 Specific Considerations for System/Powerplant:

New Section 4.7.7:

4.7.7 The powerplant certification requirements for Full Authority Digital Engine Control (FADEC) propulsion system, dispatch with faults present, is Time Limited Dispatch (TLD). These TLD intervals for short time and long-time faults, can be considered by the working group when determining task intervals for hidden FADEC faults I/A/W MSG-3 section 2-3-8 Systems/Powerplant Task Interval Determination.

Also, add the following to the IMPS Appendix 4, List of Abbreviations and Glossary of Terms:

FADEC Full Authority Digital Engine Control

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

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TLD

Time Limited Dispatch

IMRBPB Position:

Date:

Position:

Date:

Position:

Status of Issue Paper and date:

Active

Incorporated in MSG-3 / IMPS (with details)

Archived

Recommendation for implementation:

Retroactive: No

Important Note: The IMRBPB IPs are not policy. An IP only becomes policy when the IP is adopted into the processes of the appropriate National Aviation Authority. However, before formal adoption, the IP content may be incorporated by the MRB applicant on a voluntary basis with the agreement of all parties as detailed in the program PPH.