

Virtual "Decision Committee" Meeting 5/3/2021 (0700-0800 CST)

Minutes of Meeting

Participants:	IMRBPB	William Bill HELIKER - FAA (IMRBRPB Chair) Jin WANG - CAAC Raffaele IOVINELLA - EASA Fernando LACERDA - ANAC Jeffrey PHIPPS – TCCA
	MPIG	Bob IRELAND - A4A Laurent Boyer (Dassault-Aviation) Kevin BERGER - FedEx (MPIG Chair) Laurent BOYER - Dassault Hamid NOURI - Bell Oliver WEISS - AIRBUS

Meeting began on schedule and concluded at 0800 CST.

Agenda overviewed by Bill Heliker

- ***IP Number: CIP IND 2020-05 (R0) - Recognition of the VTOL Aircraft***
- ***IP Number: CIP IND 2019-13 (R0) - IMPS - Certification Review Item***
- ***IP Number: CIP EASA 2020-04 (R0) - Periodic Review – Clarification***

Oliver Weiss volunteered to record minutes of meeting utilizing consistent format from Virtual Meeting #1.

Discussion on CIP IND 2020-05 (R0)

ENAC comment - It has been asked about changes made since last review.? AMPS 3.2, § 3.3 requires all certifying authorities to apply the MRB process, but in 3.4 makes it voluntary.

FAA comment - FAA has rejected this CIP as it is considered as premature.

TCCA comment - Specific types of a/c should not be mentioned in the CIP. It is a recommended process to be followed by TCH. Overall the CIP is supported by TCCA.

EASA comment - Considered as premature as well. Not clear enough and MRBR is not considered as appropriate. Rotorcraft cannot be used as reference for fix-wing. CIP to be kept on hold til the first application.

Bell response - Intent was to bring attention to MSG-3, R-MPIG agreed on the CIP. Hamid reminded the objective which is introduction for this new market player. Hamid took the action to reword the CIP

EASA comment - If an THC approaches EASA for an MRB application, EASA would review the need individually. So far no need to update IMPS.

FAA comment - Also keep it on hold until the standards are better defined.

TCCA comment - Support the way forward

FedEx comment - Is there an action to make it more generic?

EASA comment - Would be good to make it more generic as no standards are available. EASA is in contact with some TCH to check if there are others to apply the MRB process. Outcome of this discussion will identify potential need to update the IMPS.

TCCA comment - Good approach would be to keep

CAAC comment - Paragraph 3.4 would be acceptable

EASA comment - Paragraph 3.4 is seen as applicable, but to have it more positively, to point out it is voluntary for VTOL. Update for the May meeting would be appreciated.

Conclusion: CIP IND 2020-05 (R0) withdrawn, CIP will be reworded to make it more generic and kept on hold.

Discussion on CIP IND 2019-13 (R0)

ENAC comment - New content should be in blue color (just a formal comment)

TCCA comment - Not sure to specifically refer to FAA and EASA, but supports the CIP. EASA/FAA to be removed.

FAA comment - Same request as TCCA

EASA comment - No further comments, but agrees to remove the reference to FAA/EASA

ENAC comment - Initially change was considered not necessary. Existing text is considered sufficient. No opposition against proposed text if considered as an example. Other authorities to be added. What is the actual concern with the existing text? ENAC is however okay with either alternative solution.

CAAS comment - Its is acceptable, but to remove EASA/FAA reference

Dassault/Airbus response - Topic has been to provide some more clarification about what an Issue Paper is.

Dassault comment - It might be interesting to understand the Issue Paper equivalent used by the IMRBPB members. Initially and action for the PB members has been identified to identify the term used as an alternative to "Certification Issue Paper", but this action has been withdrawn during the discussion.

TCCA comment - It is a bit confusing, as it should be called Certification Issue Paper for all authorities. ed Issue paper should be issue paper, there should be not different, they all should be called "Certification Issue Paper"

FedEx comment - What is about the Certification Review Items?

EASA comment - Technically there is no different to FAA "Certification Issue Papers",

ENAC comment - FCAR (is Portuguese abbreviation) is used, but is refereeing to CIP --> Certification Issue Paper

EASA comment - Possible alternative solution: To add IMRPB to IP (IMRBPB IP) to avoid confusion.

FAA comment - Is supporting this proposal

Dassault comment - EASA proposal is supported (Chapter 3.10)

FAA comment - CIP Problem statement: To add another sentence

EASA comment - Clarification should be in the IMPS and not in the CIP. EASA proposed the second sentence which is creating the confusion: this sentence could be simply removed.

All participants agreed to delete the sentence as proposed by EASA.

Conclusion: CIP IND 2019-13 (R0) accepted with the proposed amendment. AIRBUS/Dassault to update the CIP accordingly.

Discussion on CIP EASA 2020-04 (R0)

EASA comment – It was not the EASA intention to limit the MRBR to safety related topics. E.g. service letters could be added.

Dassault comment – MPIG does not reject, but the current version may limit future opportunities. EASA to rework the CIP.

EASA response – Agreed, and to withdraw the CIP and to present a more comprehensive CIP next year (like which will consider further periodic topics as well)

Conclusion: CIP EASA 2020-04 (R0) withdrawn, EASA will come up with a new CIP in 2022 which will be wider on the Periodic Review topic.

Any Other Business

MPIG Monthly call

FedEx: Next MPIG Meeting is on Wednesday 05th May, is there any feedback to be provided to the full MPIG membership?

EASA: All three sessions are considered as very efficient.

Bill: PB monthly call agenda to be defined

Message from Luca Tosini (EASA)

EASA: EASA asked if MPIG get Luca Tosini updates (CIP and MoM comments) and waits for official feedback from MPIG.

Dassault: Yes, it has been received and some feedback has been received already.

EASA: Feedback MPIG on the CIP would be appreciated

CIP 2019-19

Bell: Action from last call to review the update made on 2019-19. Hamid presented the update.

EASA: Celsius and Fahrenheit for temperatures to be provided.

EASA & TCCA: Presented changes are supported.

FAA: supporting the changes.

CAAC: Changes are supported, but to be reviewed with structure specialists.

Update to be presented at the next IMBRPB call.

The meeting was concluded at 0800 CST.