

***International Maintenance Review Board Policy Board (IMRBPB)***

***Issue Paper (IP)***

***Initial Date (DD/MMM/YYYY):01/DEC/2011***

***IP Number: CIP EASA 2011-04***

***Revision / Date (DD/MMM/YYYY):***

**Title:** Aircraft utilisation considered in the MRBR (Utilisation Windows / regular operation)

**Submitter:** EASA

**Issue:**

MRB process is done considering a clear utilisation of the aircraft. This utilisation is specifically mentioned in the MRBR as so called “utilisation windows” stating the minimum and max utilisation of the aircraft.

Any aircraft operating outside this range should be maintained as per Low utilisation Program (LUP) or High utilisation program (HUP) and are addressed separately.

However, even when operating within the defined “windows”, it is considered during the MRB process that the aircraft is flying on a regular basis so called “normal operation”. In case of non operation exceeding some specific period (calendar time) additional maintenance are necessary and usually addressed through short /long term storage instructions. If the operational “range” is clearly stated, no information are provided regarding this so called “normal utilisation”

**Problem:**

It happen that even when operating within the MRBR defined “utilisation windows” the aircraft may be operating on a non regular basis with important non operation period. If instructions exist they are not mentioned in the MRBR .In absence of any reference or even simple statement regarding theses instructions, some authorities are facing difficulties to required consideration of short/long term utilisation instructions if the aircraft is flying in the “utilisation windows” considering the MRBR does not mention them.

The goal is to help authorities and remind operators that the maintenance as defined in the MRBR is only valid for a “regular” use of the aircraft.

It is not at all the goal to define any thing else but just to mention the fact that additional maintenance is required in case of non regular utilisation of the aircraft and to ensure safety preventing operators to ignore theses data and helping the authorities to ensure proper airworthiness.

Considering assumption for range of utilisation and regular utilisation are considered in the MRB process and the MRBR, the goal is to make it clear regarding the regular aspect as it is today regarding the “range” of utilisation.

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**Recommendation (including Implementation):**

Various possibilities can be used by the TCH such as:

1/Together with the utilisation windows to state of minimum utilisation per calendar time (i.e. this aircraft must be operated minimum x hours per months” and if not **refer** to other required instructions.

or

2/ In the scope of the MRBR or introduction to add a sentence like: “In case of non operation of xxxxx of the aircraft, the parking / storage procedures published by the manufacturer must be considered in addition to the MRBR requirement”.

**IMRBPB Position:**

**Date:**

**Position:**

**Status of Issue Paper (when closed state the closure date):**

**Recommendation for implementation:**

**Important Note:** The IMRBPB positions are not policy. Positions become policy only when the policy is issued formally by the appropriate National Aviation Authority.