

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

Initial Date: 28/Apr/2017
IP Number: IP172
Revision / Date: R0 / 28/Apr/2017

Title: 3 year IMPS cycle

Submitter: EASA

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

Issue: In the November 2016 Regulators Working Group meeting, a concept was discussed to change the amendment cycle of the Policy Board controlled documents from 2 to 3 years. This change was agreed in the April 2017 Policy Board meeting.

Problem: Section 1.6 and 1.7 of the IMPS discuss a two year cycle of IMPS and CA MRB guidance revisions, which need to be changed to state 3 years. Additionally, due to the increase in periodicity between IMPS revisions, concerns were raised that useful changes to the IMPS will be delayed in incorporation into the CAs' MRB guidance, and so it should be possible for IPs affecting the IMPS to be applied by NAAs in between the 3 year IMPS revision.

Recommendation (including Implementation):

Recommend changing the wording in IMPS sections 1.6 and 1.7 as follows (additions in blue, deletions in red):

1.6 Normally the IMPS will be revised on a ~~two~~ three year cycle by the IMRBPB, which should be followed by a revision of the applicable CA's MRB guidance, when based on this document.

1.7 The IMRBPB will identify all IPs affecting the IMPS. These IPs will be incorporated into this document on the ~~two~~ three year revision cycle to reflect the positions taken by the IMRBPB, ~~which and~~ may be adopted by the Member Authorities in their guidance in-between IMPS revisions. ~~on the same two year revision cycle.~~

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IMRBPB Position:

Date: 28/Apr/2017

Position: IMRBPB agrees to CIP EASA-2017-04 with the changes implemented at the IMRBPB Meeting 2017, which becomes IP172

Date:

Position:

Status of Issue Paper and date:

Active 28/Apr/2017

Recommendation for implementation:

IP172 will be included into the next revision of the IMPS document

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.