Initial Date: 21/10/2008
IP Number: 99
Revision / Date (DD/MMM/YYYY): Rev 2 dated 03/04/2009

Title: ETOPS / MRBR Tasking Requirements

Submitter: FAA

Issue: MRBR and ETOPS tasking requirements

Problem: Not all MRBR address ETOPS tasking requirements. MRBR are non-standard in addressing which tasks are ETOPS and which ones are not.

Recommendation:

For aircraft initially certified for ETOPS operation, ensure all MRBRs and PPHs state that all tasks will be addressed from an ETOPS perspective no later than April 2010. (As per IP 26 decision).

Note: When part of the initial certification basis, during the MSG 3 analysis ETOPS as with any other operational specification will be taken into account.

If this IP is accepted ETOPS ~~operational~~ considerations ~~(such as Cat III, ETOPS, RVSM….)~~ should be addressed ~~detailed~~ in the MSG 3 document in order to ensure common approach and understanding.

MPIG proposal to address IP99:

Modify the second sentence of para 1-2 Scope

1-2 Scope

For the purpose of developing an MRB report, MSG-3 is to be used to determine initial scheduled maintenance requirements. ~~The analysis process identifies all scheduled tasks and intervals based on the aircraft's certificated operating capabilities.~~

The analysis process allows scheduled tasks and intervals required to support all certificated operating capabilities of the aircraft (including specific operations such as ETOPS, RVSM, Cat III) to be identified

Add the following sentence in 2-3-3

2-3-3. Logic Diagram

The decision logic diagram (Ref. [Figure 2-2.1]) is used for analysis of systems/powerplant items. The logic flow is designed whereby the user begins the analysis at the top of the diagram, and answers to the "YES" or "NO" questions will dictate direction of the analysis flow.

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1.   Levels of Analysis

The decision logic has two levels (Ref. [Figure 2-2.1])

a)   Level 1 (questions 1, 2, 3 and 4) requires the evaluation of each FUNCTIONAL FAILURE for determination of the Failure Effect Category; i.e., safety, operational, economic, hidden safety or hidden non-safety.

The response to these questions shall take into consideration all certificated operating capabilities of the aircraft e.g. ETOPS, RVSM, Cat III

IMRBPB Position:

Date: 03/04/2009
Position: Final proposal as per revision 2 agreed.

Status of Issue Paper (when closed state the closure date): Closed on April the 3rd 2009

Recommendation for implementation:
Proposed change to be incorporated in MSG 3 revision 2009

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

IP Template Rev 2, dated 22/02/2007