

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

Initial Date (DD/MMM/YYYY):

IP Number:

Revision / Date (DD/MMM/YYYY):

Title: IMRBPB participation

Submitter: EASA

| Applies To: | |
|-------------|-------------------------------------|
| MSG-3 Vol 1 | <input type="checkbox"/> |
| MSG-3 Vol 2 | <input type="checkbox"/> |
| IMPS | <input checked="" type="checkbox"/> |

Issue: Similarly to some authorities not being signatory of the IMRBPB but participating only as observers without voting rights, clarification is needed on the participation of MPIG members to the IMRBPB activities and their capacity to propose CIP impacting the MRB/MTB process.

Problem: MPIG was originally set-up to maintain ATA's MSG-3 document and to interface with the Authorities through their IMRBPB on all matters concerning the MRB/MTB Process. In 2015, the decision was taken to extend the scope of MPIG to include any issue impacting control and implementation of scheduled maintenance in general, therefore also involving Industry members which are developing their scheduled maintenance outside the MRB/MTB process in MPIG discussions. Based on this, some MPIG members may influence the MRB/MTB process without actively participating to an MRB/MTB process. Therefore there is a need to further clarify the rules of participation and the level of influence of the actors involved in the IMRBPB activities.

Recommendation (including Implementation):

To amend IMPS paragraph 2.1:

2.1 Function of the IMRBPB: The IMRBPB develops, maintains, and reviews, the continuing development of policies, procedures, and guidance for the use of personnel working as part of an MRB or MTB process. The IMRBPB provides a process of promoting harmonization with other regulatory authorities throughout the world and advocates the standardization of MRB policy and procedures. The IMRBPB also provides a structured forum for discussions leading to the development of national and international policy regarding all MRB activities, and for development of the MSG-3 methodology. The Maintenance Programs Industry Group (MPIG) and Rotorcraft Maintenance Programs Industry Group (RMPiG) working under the Airlines for America (A4A) Airworthiness Committee represent the industry at the IMRBPB meeting. **MPIG or RMPiG members not actively participating to an MRB/MTB process cannot propose any CIPs or participate at the IMRBPB. ~~The board is also open to input from other parties within the aviation industry.~~**

To amend IMRBPB charter "Terms of reference point 2":

A portion of the IMRBPB meeting timeframe will be allocated for a joint industry/regulatory discussion. Any industry representation should be limited to appropriate representatives dealing with the issue being discussed **and actively participating to an MRB/MTB process.**

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IMRBPB Position:

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Position:

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Status of Issue Paper and Date:

Active/Incorporated in MSG-3 / IMPS (with details)/Archived

Recommendation for Implementation:

Retroactive: Y/N

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.