

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

**Issue Paper (IP)**

**Initial Date (DD/MMM/YYYY):** 06 Mar 2019

**IP Number:** CIP-2019-FAA-01

**Revision / Date (DD/MMM/YYYY):** 0

**Title:** Calendar Clock Stoppage and Calendar (Time) Interval

**Submitter:** FAA

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

**Issue:**

Some Air Operators/Aircraft Owners are allowing periods of storage, parking and maintenance to affect the required Calendar Intervals of maintenance tasks, essentially “stopping the clock” on the aircraft and/or its components during these non-operational periods.

**Problem:**

Air Operators/Aircraft Owners have requested Clock Stoppage when aircraft/components are placed in storage, during parking periods, or having maintenance performed must understand this would alter the established MRBR Calendar Intervals.

Allowing Clock Stoppage would change a Discard/Restoration/(failure avoidance) MRBR Calendar Interval due date by months and sometimes years; e.g calendar clock stoppage on an aircraft installed landing gear restoration task of 8 years, if the aircraft was in storage for 2 years would change the MRBR Calendar Interval to a skewed 10 years before restoration is required.

MRBR Calendar Intervals are specified in the MRBR, which outlines the minimum scheduled tasking/interval and used for developing the airworthiness maintenance/inspection program for the airframe, engines, systems, and components of the (aircraft make, model, and series (M/M/S).

When aircraft/components have been placed in storage, during parking periods, or having maintenance performed, the gaskets/seals continue to deteriorate and environmental corrosion continues to occur internally/externally based on protective finishes. Noncompliance with MRBR Calendar Intervals due to Clock Stoppage affects the continued airworthiness of the aircraft/components.

**Recommendation (including Implementation):**

**MSG: 2-3-8 Systems/Powerplant Task Interval Determination**

**3. Task Interval Parameters**

*Add new paragraph at end of section:*

“MRBR Calendar Interval parameters were established from MSG-3 logic and must not exceed the Discard/Restoration requirements even if the aircraft/components have been placed in storage, during parking periods, or having maintenance performed, for maintaining continued airworthiness. The only method to suspend aircraft calendar intervals is via an OEM storage program that specifically states such suspension is allowed. The only way to suspend component calendar intervals is via an OEM-approved component-level preservation program (for example, engine preservation procedures).”

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**IMRBPB Position:**

**Date:**

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**Status of Issue Paper and date:**

**Recommendation for implementation:**

**Retroactive: YES**

Considering the need to have consistency and understanding for OEMs, industry and NAAs.

**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.