

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

**Issue Paper (IP)**

**IP Number:** CIP IND-2019-13

**Initial Date (DD/MMM/YYYY):** 12Aug2019

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

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

**Retroactivity (Y/N):**

<b>Title:</b>	IMPS - Certification Review Item	<b>Applies To:</b>	
		MSG-3 Vol 1	
		MSG-3 Vol 2	
<b>Submitter:</b>	MPIG	IMPS	X

**Issue:**

In respect to bilateral agreement, whatever for which authorities the MRB Chairpersons belong, their responsibilities should be equivalent.

For information, here below an extract from “TECHNICAL IMPLEMENTATION PROCEDURES FOR AIRWORTHINESS and ENVIRONMENTAL CERTIFICATION” between the Federal Aviation Administration of the United States of America and the European Aviation Safety Agency of the European Union, Revision 6 - September 22, 2017:

**3.5.10.3 Use of CRI's and IP's**

- (a) The VA may use CRIs or IPs, as applicable, to fully develop and document resolution of each of these applicable criteria.
- (b) The VA will not generate an IP or CRI on a subject which has already been addressed by the CA, if applicable to the validation, and with which the VA concurs. The VA will use the work plan to document decisions to rely on the CA IP or CRI in these cases.
- (c) The VA will coordinate IP's or CRI's through the CA to the applicant in order to expedite a mutually acceptable resolution with the awareness of both Authorities.
- (d) VA intention to raise IP or CRI, as applicable, must be documented in the work plan and approved by VA management.

**Problem:**

Some TCHs may understand that the term ‘issue paper’ used in IMPS para 4.1.5 refers only to the FAA’s ‘Issue Paper’ and thus may not also take into account equivalent documents issued by other Authorities / Agencies, e.g. Certification Review Items (CRI) issued by EASA.

**Recommendation (including Implementation):**

IP Template Rev 6, dated 09 May 2019

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Update IMPS document as follow:

- 4.1.5** The MRB Chairperson is responsible for coordination on all issues of concern with the CA Certification Branch. This may require developing issue papers and responding to certification issue papers (e.g. **Issue Paper for FAA or Certification Review Item for EASA**), or seeking consultation on new technological issues that may arise during the design and development process of the aircraft. The MRB Chairperson should ensure standardization and harmonization of the MRB processes and associated activities with the international MRB process.

***NOTE: The original CIP proposal was submitted by Airbus and Dassault-Aviation***

<b>IMRBPB Position:</b>	
<b>Date:</b>	
<b>Position:</b>	
<b>Recommendation for Implementation:</b>	

<b>Status of the Issue Paper:</b>	<input checked="" type="checkbox"/>	Active
	<input checked="" type="checkbox"/>	Incorporated in MSG-3 / IMPS (with details)
	<input checked="" type="checkbox"/>	Archived