



**Issue Paper (IP)**

**IP Number:** CIP EASA 2023-03

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**Retroactivity (Y/N):** N

|                   |  |
|-------------------|--|
| <b>Title:</b>     | IMPS Appendix 4 [List of Abbreviations and Glossary of Terms] Clean-up |
| <b>Submitter:</b> | EASA   |

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

**Issue:**

**Issue 1**

A different SSI definition in MSG-3 2018.1 Vol 1 and Vol 2 generates an issue for the IMPS document in which the SSI definition is valid for both MSG-3 volumes.

The SSI definition in the IMPS Issue 2 Appendix 4 is currently in line with MSG-3 2018.1 Volume 1 only.

Duplication of definitions/terms in IMPS and MSG-3 Vol 1 & Vol 2 could generate discrepancies or generate errors in case of update.

**Issue 2**

It has been noticed that IMPS Issue 2 Appendix 4 [List of Abbreviations and Glossary of Terms] need to be corrected (some abbreviations to be added, removed).

**Problem:**

**Problem 1**

Since MSG-3 2015.1, the recommendations of the IP 147 [Clarification of “human occupant” in Volume 2] have been endorsed in Volume 2 with an update of the SSI definition highlighted in yellow as follows:

**MSG-3 2018.1 Vol 2**

**2-4-1. Aircraft Structure Defined**

**[...]**

**1. Significant and Other Structure**

Structure can be subdivided into items according to the consequences of their failure to aircraft safety as follows

- a. A **Structural Significant Item (SSI)** is any detail, element or assembly, which contributes significantly to carrying flight, ground, pressure or control loads **or external load**, and whose failure could affect the structural integrity necessary for the safety of the aircraft **and/or might cause serious or fatal injury to human occupants**.



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**Appendix A Glossary**

[...]

**Structural Significant Item - (SSI)**

Any detail, element or assembly, which contributes significantly to carrying flight, ground, pressure or control loads **or external load**, and whose failure could affect the structural integrity necessary for the safety of the aircraft

**and/or might cause serious or fatal injury to human occupants.**

**NOTE: the term “human occupants” includes people supported by external load carrying systems (i.e. hoist/cargo hook etc).**

Recommendations of the IP 147 have been endorsed in Volume 2 only so the SSI definition is currently different between the MSG-3 2018.1 Vol 1 and 2. In fact:

*MSG-3 2018.1 Vol 1*

**2-4-1. Aircraft Structure Defined**

[...]

**1. Significant and Other Structure**

Structure can be subdivided into items according to the consequences of their failure to aircraft safety as follows

- a. A **Structural Significant Item (SSI)** is any detail, element or assembly, which contributes significantly to carrying flight, ground, pressure or control loads and whose failure could affect the structural integrity necessary for the safety of the aircraft.

**Appendix A Glossary**

[...]

**Structural Significant Item - (SSI)**

Any detail, element or assembly, which contributes significantly to carrying flight, ground, pressure or control loads and whose failure could affect the structural integrity necessary for the safety of the aircraft.

However the IMPS Issue 2 Appendix 4 [List of Abbreviations and Glossary of Terms] includes one unique SSI definition that is currently in line with the MSG-3 2018.1 Vol 1 only. In fact:

*IMPS Issue 02*

**Structural Significant Item (SSI)**

Any detail, element, or assembly that contributes significantly to carrying flight, ground, pressure, or control loads, and whose failure could affect the structural integrity necessary for the safety of the aircraft



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**Problem 2**

It has been noticed that the IMPS Issue 2 Appendix 4 [List of Abbreviations and Glossary of Terms] need to be corrected (some abbreviations to be added/removed). E.g.:

Missing Abbreviations:

- AD – Airworthiness Directive
- A4A – Airlines for America
- Etc.

Abbreviations not mentioned in the document:

- AEP – Age Exploration Program
- AFRP – Aramid Fiber Reinforced Plastic
- Etc.

**Recommendation (including Implementation):**

**Recommendation 1**

To avoid duplication of definitions/terms in IMPS and MSG-3 Vol 1 & Vol 2 that could generate discrepancies like the case previously described or generate errors in case of update, we recommend the removal of definitions/terms already included in the MSG-3 documents from the IMPS Appendix 4.

An additional NOTE that clearly points to MSG-3 Appendix A [Glossary] for definitions/terms specifically related to MSG-3 is also recommended.

Ref. to the below updated Appendix 4.

**Recommendation 2**

To align the IMPS Issue 2 Appendix 4 [List of Abbreviations and Glossary of Terms] with the contents of the IMPS document.

Ref. to the below updated Appendix 4.



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### APPENDIX 4

#### List of Abbreviations and Glossary of Terms

|      |  |
|------|--|
| AC   | Advisory Circular                                |
| ACO  | Aircraft Certification Office                    |
| AD   | Accidental Damage                                |
| AD   | Airworthiness Directive                          |
| ADR  | Accidental Damage Rating                         |
| AEG  | Aircraft Evaluation Group                        |
| AEP  | Age Exploration Program                          |
| AFRP | Aramid Fiber Reinforced Plastic                  |
| AFM  | Aircraft Flight Manual                           |
| AFS  | Aircraft Flight Standards                        |
| AHM  | Aircraft Health Monitoring                       |
| ALI  | Airworthiness Limitation Item                    |
| ALS  | Airworthiness Limitation Section                 |
| AMM  | Aircraft Maintenance Manual                      |
| AMOC | Alternative Method of Compliance                 |
| ANAC | Agência Nacional de Aviação Civil                |
| ATA  | Air Transport Association of America, Inc.       |
| A4A  | Airlines for America                             |
| CA   | Certifying Authority                             |
| CAA  | Civil Airworthiness Authority                    |
| CAAC | Civil Airworthiness Authority of China           |
| CAAS | Civil Airworthiness Authority of Singapore       |
| CASA | Civil Aviation Safety Authority of Australia     |
| CFRP | Carbon Fiber Reinforced Plastic                  |
| CMC  | Centralized Maintenance Computer                 |
| CMCC | Certification Maintenance Coordination Committee |
| CCMR | Candidate Certification Maintenance Requirement  |
| CFR  | Code of Federal Regulations                      |
| GMM  | Component Maintenance Manual                     |
| GMO  | Certificate Management Office                    |
| CMR  | Certification Maintenance Requirement            |
| CP   | Corrosion Program                                |
| CPCP | Corrosion Prevention and Control Program         |
| DAH  | Design Approval Holder                           |
| DET  | Detailed Inspection                              |
| DOT  | Department Of Transportation                     |
| DIS  | Discard  |
| DSO  | Design Service Objective                         |
| DTA  | Damage Tolerance Assessment                      |
| DTR  | Damage Tolerance Rating                          |
| DY   | Daily  |



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|                   |  |
|-------------------|--|
| <del>EAPAS</del>  | <del>Enhanced Airworthiness Program for Airplane Systems</del> |
| ECM               | Engine Condition Monitoring                                    |
| <del>ECO</del>    | <del>Engine Certification Office</del>                         |
| EASA              | European Union Aviation Safety Agency                          |
| ED                | Environmental Deterioration                                    |
| EDR               | Environmental Deterioration Rating                             |
| <del>EICAS</del>  | <del>Engine Indicating and Crew Alerting System</del>          |
| <del>EROPS</del>  | <del>Extended Range Operations</del>                           |
| <del>ETOPS</del>  | <del>Extended Operations</del>                                 |
| EWIS              | Electrical Wiring Interconnection System                       |
| EZAP              | Enhanced Zonal Analysis Procedure                              |
| FAA               | Federal Aviation Administration                                |
| FADEC             | Full Authority Digital Engine Control                          |
| <del>FG</del>     | <del>Functional Check</del>                                    |
| <del>FNG</del>    | <del>Functional Check</del>                                    |
| FD                | Fatigue Damage   |
| FEC               | Failure Effect Category  |
| FEQ               | Failure Effect Questions                                       |
| FFA               | Functional Failure Analysis                                    |
| FH                | Flight-Hours   |
| FLT               | Flight   |
| FMEA              | Failure Mode and Effects Analysis                              |
| FOEB              | Flight Operations Evaluation Board                             |
| FTS               | Fuel Tank Safety   |
| GFRP              | Glass Fiber Reinforced Plastic                                 |
| GCAA              | General Civil Aviation Authority                               |
| <del>GV</del>     | <del>General Visual</del>                                      |
| GVI               | General Visual Inspection                                      |
| HIRF              | High Intensity Radiated Fields                                 |
| HKCAD             | Hong Kong Civil Aviation Department                            |
| ICA               | Instructions for Continued Airworthiness                       |
| ICAO              | International Civil Aviation Organization                      |
| IMPS              | International MRB/MTB Process Standard                         |
| IMRBPB            | International Maintenance Review Board Policy Board            |
| IP                | Issue Paper  |
| ISC               | Industry Steering Committee                                    |
| JCAB              | Japan Civil Aviation Bureau                                    |
| L/HIRF            | Lightning/High Intensity Radiated Field                        |
| LHWG              | L/HIRF Working Group   |
| <del>LU/LUB</del> | <del>Lubrication Task</del>                                    |
| <del>MEA</del>    | <del>Maintenance Engineering Analysis</del>                    |
| <del>MEL</del>    | <del>Minimum Equipment List</del>                              |
| <del>MFG</del>    | <del>Manufacturer</del>  |
| <del>MMEL</del>   | <del>Master Minimum Equipment List</del>                       |
| <del>MPD</del>    | <del>Maintenance Planning Document</del>                       |



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|       |   |
|-------|---|
| MPIG  | Maintenance Program Industry Group            |
| MPP   | Maintenance Program Proposal                  |
| MRB   | Maintenance Review Board                      |
| MRBPB | Maintenance Review Board Policy Board         |
| MRBR  | Maintenance Review Board Report               |
| MRD   | Maintainability and Reliability Data          |
| MSC   | Maintenance Steering Committee                |
| MSG-1 | Maintenance Steering Group - 1st Task Force   |
| MSG-2 | Maintenance Steering Group - 2nd Task Force   |
| MSG-3 | Maintenance Steering Group - 3rd Task Force   |
| MSI   | Maintenance Significant Item                  |
| MTB   | Maintenance Type Board                        |
| MTBF  | Mean Time Between Failure                     |
| MTBR  | Maintenance Type Board Report                 |
| MTBUR | Mean Time Between Unscheduled Removal         |
| MWG   | Maintenance Working Group                     |
| NAA   | National Aviation Authority                   |
| NDI   | Nondestructive Inspection                     |
| NDT   | Nondestructive Test                           |
| OEM   | Original Equipment Manufacturer               |
| OPC   | Operational Check                             |
| PI    | Principal Inspector                           |
| PMMEL | Proposed Master Minimum Equipment List        |
| PPH   | Policy and Procedures Handbook                |
| PSE   | Principal Structural Element                  |
| RF    | Radiated Frequency                            |
| RFM   | Rotorcraft Flight Manual                      |
| R/I   | Remove and Install                            |
| RMP   | Recommended Maintenance Process               |
| RMPIG | Rotorcraft Maintenance Program Industry Group |
| RS    | Restoration                                   |
| RST   | Restoration                                   |
| SATQ  | Statistical Analysis Tasking Optimization     |
| SB    | Service Bulletin                              |
| SC    | Steering Committee                            |
| SDI   | Special Detailed Inspection                   |
| SFD   | Systems Functional Description                |
| SID   | Supplemental Inspection Document              |
| SI    | Structural Inspection                         |
| SL    | Service Letter                                |
| SSA   | System Safety Assessment                      |
| SSI   | Structural Significant Item                   |
| SSID  | Supplemental Structural Inspection Document   |
| STWG  | Structures Working Group                      |
| SVC   | Servicing Task                                |
| SWG   | Structures Working Group                      |



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|      |   |
|------|---|
| TBD  | To Be Determined                              |
| TCDS | Type Certificate Data Sheet                   |
| TCCA | Transport Canada Civil Aviation               |
| TCH  | Aircraft Type-Certificate Holder or Applicant |
| TLD  | Time Limited Dispatch                         |
| TR   | Temporary Revision                            |
| TSQ  | Task Selection Questions                      |
| UV   | Ultraviolet                                   |
| VA   | Validating Authority                          |
| VG   | Visual Check                                  |
| VCK  | Visual Check                                  |
| VTOL | Vertical Take-Off and Landing                 |
| WG   | Working Group                                 |
| ZA   | Zonal Analysis                                |
| ZIP  | Zonal Inspection Program                      |
| ZWG  | Zonal Working Group                           |

**Note:** Refer to the MSG-3 Appendix A [Glossary] for definitions / terms specifically related to MSG-3.

#### Certifying Authority

The regulatory authority responsible for initial certification of an aeronautical product and would typically also be identified as the state of design. Normally the CA provides the MRB Chairperson during the MRB process.

#### Confidence Level

The likelihood that the overall fleet performance lies within the range specified by the sample fleet performance. The confidence level is usually expressed as a percentage.

#### Evolution/Optimization

Task performed through the management of data as a means to assure the continued applicability and effectiveness of the task, while improving the integrity of the process.

#### Line Maintenance

Routine check, inspection, and malfunction rectification performed en-route and at base stations during transit, turn-around, or night stop.

#### Non-metallics

~~Any structural material made from fibrous or laminated components bonded together by a medium. Materials such as graphite epoxy, boron epoxy, fiberglass, kevlar epoxy, acrylics, and the like are non-metallics. Non-metallics include adhesives used to join other metallic or non-metallic structural materials.~~



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**Non-Routine Task**

A task is non-routine when it is not a planned/scheduled task coming from the operator's/manufacturer's maintenance program.

**Pilot Report (PIREP)**

Suspected or known malfunctions or unsatisfactory conditions that are entered by the flightcrew into the aircraft log and require maintenance action.

**Maintenance Review Board (MRB) Chairperson**

An airworthiness inspector/expert competent in the MRB process, who must have system/structures training on particular aircraft and have Maintenance Steering Group-3rd Task Force (MSG-3) formal training.

**Risk Management (RM)**

The systematic application of management policies, procedures, and practices to the tasks of identifying, analyzing, evaluating, treating, and monitoring risk.

**Safety Management**

The application of engineering and management principles, criteria, and techniques to optimize safety. It is an integrated and comprehensive engineering effort.

**Structural Significant Item (SSI)**

~~Any detail, element, or assembly that contributes significantly to carrying flight, ground, pressure, or control loads, and whose failure could affect the structural integrity necessary for the safety of the aircraft.~~

**Unscheduled Maintenance**

Maintenance performed to restore an item to a satisfactory condition by correcting a known or suspected malfunction and/or defect.

**Validating Authority**

Either an authority that is responsible for validating the initial CA MRBR as defined in the letter of confirmation, or who carries out a post certification validation exercise, whether the validating authority signs the MRBR or not.



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

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