

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

Initial Date: 27 Apr 18
IP Number: IP 182
Revision / Date: 0

Title: Traceability during consolidation

Submitter: Airbus Helicopters

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

Issue: In MSG-3 Volume 2, [Section 2-3-9] “Supplemental Analyses for Rotor / Drive systems” allows consolidation of tasks derived from System and Powerplant logic and tasks derived from Supplemental Analysis. Within this section, Subsection 2 states that “In some cases, it may be possible to consolidate these tasks as long as the consolidated task covers both the functional failures for the considered failure cause, and for the ED and AD analysis determination.”
This section of MSG-3 Volume 2 does not give any special guidance for this consolidation.

Problem: 1) It seems useful to remind here that consolidation rules stated in [Section 2-3-7.9] “Task consolidation” are applicable.

2) During the consolidation step at the end of the Supplemental Analysis process, there is a possibility that the tasks to be consolidated have different intervals and interval units. As an example, a Detailed Inspection derived from Systems and Powerplant Analysis with an interval in Flight Hours can be consolidated with another Detailed Inspection covering ED inspection requirements on the same item with an interval in calendar months. In this example, the resulting consolidated Detailed Inspection can have dual inspection intervals (FH/Months) or single unit interval (either FH or Months, depending on the consolidation policy defined in the PPH). During the consolidation step, appropriate traceability must be ensured to facilitate the future association of findings with inspection requirements as they were before consolidation, then to facilitate the re-run of the consolidation policy.

Recommendation (including Implementation):

In Vol 2:

Complete the end of [Section 2-3-9.2] as follows:

“It must be ensured that, at the end of the Level 2 analysis, an applicable and effective task has been identified and selected that covers the functional failure for each considered failure cause. In some cases, it may be possible to consolidate these tasks as long as the consolidated task covers both the functional failures for the considered failure cause, and for the ED and AD analysis determination. **In this case, consolidation rules are applicable and appropriate traceability must be implemented.**”

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In Vol 1 and Vol 2:

Complete the end of [Section 2-3-7.9] as follows:

9. Task Consolidation

Task consolidation is normally not acceptable when establishing the initial scheduled maintenance tasks and

intervals. If considered appropriate, it shall be limited to:

- failure finding tasks (OP/OPC and VC/VCK)
- tasks having the same two/three letter code.

If, for technical reasons, tasks of different types (other than OP/OPC and VC/VCK) are required to be

performed during the same maintenance event then they shall be linked by a note to this effect against the tasks rather than being consolidated into a single task.

Consolidated tasks may contain tasks derived from one or more analysis dossiers.

In this case, consolidation rules are applicable and appropriate traceability must be implemented.

This paragraph applies to on-aircraft tasks only. Descriptions for off-aircraft restoration tasks may identify different task types.

IMRBPB Position:

Date: 27 Apr 18

Position: Agreed to at the 2018 Meeting – closed as IP 182

Status of Issue Paper and date:

Active

Recommendation for implementation:

Retroactive: 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 IP Template Rev 5, dated 28/04/2017

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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.