

**JAA/FAA/TCA**  
**International MRB Policy Board**

IMRBP # 038  
Originators # JAA 99-005  
Date 01/11/99

<b>Title</b>	MRB Reports and the MPD.
<b>Submitter</b>	CAA-UK
<b>Issue</b>	MRB Reports
<b>Problem</b>	The respective status of the MRB report and the TC Holder's Maintenance Planning Data (MPD) document are not clearly understood by operators (once the aircraft is "in-service"). Additionally, whilst the MRB revision process is not defined and time consuming to enact, the MPD revision process is organisation and (mostly) well defined.
<b>Recommendation.</b>	Once the initial MRB process has been completed, the continuing development of the continuing airworthiness maintenance recommendations should be through the medium of regulatory involvement in the MPD development process. A natural corollary of this solution would have it that the initial MRB report could be contained within the initial issue of the MPD hence removing the need for the issue of 2 documents (MRB Report and MPD) at all.

<b>IMRBPB Position.</b> See Issue Paper JAA 99-002 See Issue Paper JAA 99-003  December 2001: The concept of a "living MRB" has been recommended and is considered closed.
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**Important Note:**  
The IMRBPB positions are not policy. Positions become policy only when, the policy is issued formally by the appropriate National Authority (JAA, FAA or TCCA)