**Title:** MRB revision Procedures  

**Submitter:** CAA UK  

**Issue:** There are a number of reviews currently taking place of various MRB Reports as a result of both aircraft modifications (e.g. Freight-Door Modifications) and MPD escalation.  

**Problem:** There is an urgent need for harmonized procedures relating to the Revision of MRB Reports. Revisions typically arise as a result of  
(i) modifications, which may require reanalysis  
(ii) TC variants, which may require reanalysis and  
(iii) operating experience which may (typically) result in the escalation of tasks and consolidation of SB actions  

In the absence of internationally agreed MRB Report Revision procedures, the (initially) harmonized MRB Reports will no longer be to a common standard once revised.  

**Recommendation:** To be Determined  

**IMRBPB Position:**  

(a) The MRB Report should reflect the Type Certification Basis of the aircraft.  

(b) Continuous Airworthiness Instructions for Modifications shall be developed i/a/w FAR/JAR 25.1529.  

(c) The procedure for the revision of the MRB report is included in FAA AC 121.22A para 46 and JAA Maintenance Procedure Chapter 16 para 21.  

(d) MRB Revisions resulting from analysis of modifications/variants can be annotated in the MRB report “post-mod no---” or provide a applicability column to the task list.  

**August 19, 2003**  

**Issue paper closed** – Final position as stated above.  

**Important Note:** The IMRBPB positions are not policy. Positions become policy only when the policy is issued formally by the appropriate National Aviation Authority. (JAA, FAA or TCCA)