

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

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IMRBPB 024  
JAA 97-006

**Title** Change in composition of ISC/WG

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**Issue** JAA's AG&M Chp16.8 and FAA's. 121-22A para 12 limit composition of ISC/WG to intended operators and manufacturer representatives. Clarification requested from IMRBPB regarding their position on attendance of 3<sup>rd</sup> Party Maintenance Organisations.

**Problem:** With the increasing tendency for operators to have their aircraft maintained by 3<sup>rd</sup> parties it is becoming apparent that the real knowledge of the results of performing scheduled tasks is being lost by airline staff. This handicaps the effectiveness of the ISC, particularly when considering tasks performed at C-check and above.

**Recommendation:** We request that a paper is released by the IMRBPB to confirm that it is permissible for either the manufacturer or an operator to invite an aircraft maintenance organisation to provide a representative on the ISC.  
Note that at this stage we would not support the right of uninvited maintenance organisations to join the ISC.

**IMRBPB position:**

*The attendance of maintenance organization personnel in the working groups and other MRB related activities would have to be sanctioned by the ISC chairman. The appointment of working group members/industry personnel is the responsibility of the ISC chairman in accordance with the provisions (duties and responsibilities) of the current ATA MSG-3 document, JAA Chapter 16 and AC 121.22. The possibility of having operators represented by their third parties is acceptable, although in such case the ISC Chairman should preferably ensure a good balance between operators and maintenance organisation representatives*

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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 Aviation Authority (JAA, FAA or TCA).