

JAA/FAA/TCCA
International MRB Policy Board
Issue Paper

Date: 13/09/99
IMRBPB # 035
JAA 99-002

Title:	Suppression of the MRB Report
Submitter:	Airbus Industrie (T J Harbottle)
Issue:	Improve our way of working in order to eliminate duplication of effort, to simplify data compilation and distribution and to minimise potential for misunderstanding in the field.
Problem:	<p>Typically, manufacturers publish MRB tasks twice, once in the MRB Report and a second time in the MPD (or equivalent). Initially, the MPD is almost identical to the MRB Report. With time, the MPD is expanded to provide recommended tasks and intervals for all aircraft configurations. The MRB Report must be updated on to address new models (though it may be updated for any reason).</p> <p>The manufacturer's recommendation is provided in the MPD. This is a valid starting point for all operators of a new type, not just those buying a new aircraft off the production line.</p> <p>The MRB have confirmed that they do not "own" the MRB Report. The manufacturer sees no technical reason to publish two non-mandatory documents which both contain tasks to be considered in creation of an initial maintenance program.</p>
Recommendation:	<p>It is proposed that the manufacturer publishes only one document (name tbd) to identify all tasks recommended for inclusion in operator's initial maintenance program. This document will clearly identify requirements coming from the MRB process (perhaps written in bold, Italics or in colour). The MRB approval letter will relate to this text only.</p> <p>The IMRBPB is requested to provide industry with technical reasons why it might be necessary to maintain a separate document.</p>

IMRBPB Position:

The IMRBPB agreed there are no regulatory obstacle against a single document.

August 19, 2003

Issue paper withdrawn

*JAA/FAA/TCCA
International MRB Policy Board
Issue Paper*

*Date: 13/09/99
IMRBPB # 035
JAA 99-002*

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)

***JAA/FAA/TCCA
International MRB Policy Board
Issue Paper***

***Date: 13/09/99
IMRBPB # 035
JAA 99-002***