

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

**Date:** 25/04/00  
**IMRBPB # 041**

<b>Title:</b>	Aircraft Certification – Continued Airworthiness Co-ordination.
<b>Submitter:</b>	CAA-UK
<b>Issue:</b>	The MRB Report forms only one part of the Appendix H – Instructions for Continued Airworthiness required by JAR 25.1529. Appendix H covers other areas such as aeroplane maintenance manuals, maintenance instructions, troubleshooting information, airworthiness limitations, CMR's, etc. There are also operational airworthiness/maintenance issues that arise at certification such as the MMEL content.
<b>Problem:</b>	Competency in the above areas is more often with MRB members rather than only with the certification specialists however, MRB members are not formally part of the certification team. In some cases the PCM does consult with the MRB Chairman in others the MRB operates in isolation even though there is clearly an interrelationship.
<b>Recommendation:</b>	Consideration should be given to developing closer ties with the certification team, including MRB Chairman as part of the certification team and utilising their wider skills in the Continued Airworthiness/Maintenance fields. Procedures that address this situation should be developed and included in the MRB members and PCM/certification specialists terms of reference. JAR-145 Chapter 16/AC121-22A currently do not address this subject.

**IMRBPB Position:**

This issue paper was withdrawn by the JAA. There was no discussion of this item by the IMRBPB. The posting of this issue paper is for administrative control purposes only.

**August 19, 2003**

JAA will address this internally.

**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)

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