

JAA/FAA/TCCA
International MRB Policy Board
Issue Paper

Date: 12/03/2003
IMRBPB # 058
Bombardier Aerospace

Title:	Maintenance Source data
Submitter:	bombardier aerospace Regional Aircraft
Issue:	Manufacturer vs. Vendor Manuals Who produces the ICA's for on-wing maintenance
Problem:	<p>We have written clarifications for the operator's benefit regarding vendor vs. Bombardier MRB Report maintenance requirements differences. Oftentimes, they get conflicting statements from the vendor, which differs from the approved MRB report.</p> <p>The MRB requirements are the basis from which each operator develops its own continuous airworthiness program and has precedence over any vendor recommendation.</p> <p>Note: P&WC is making a proposal to "reintroduce the self-standing Engine Manufacturers Maintenance Manual (ATA-Industry review # CR 03001)</p>
Recommendation:	<p>This statement (or similar):</p> <p>These MRB requirements are the basis from which each operator develops its own continuous airworthiness program and has <u>precedence over any vendor maintenance requirements.</u></p> <p>Is currently in many MRB Reports. I believe this statement should also be included in any future maintenance program development for any new aircraft.</p> <p>It is preferred if there is a standard position on the issue coming from the International MRB Policy Board.</p>

IMRBPB Position:

August 20, 2003

It is the aircraft manufacturer's responsibility to produce ICAa for on-wing maintenance. Therefore ICAs based on an MRBR take precedence.

Issue Paper closed

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: 12/03/2003
IMRBPB # 058
Bombardier Aerospace***

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

***Date: 12/03/2003
IMRBPB # 058
Bombardier Aerospace***