

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

*Date: 08/08/97*  
*IMRBPB # 020*  
*JAA 97-002*

<b>Title:</b>	MRB revision Procedures
<b>Submitter:</b>	CAA UK
<b>Issue:</b>	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.
<b>Problem:</b>	<p>There is an urgent need for harmonised procedures relation to the Revision of MRB Reports. Revisions typically arise as a result of</p> <ul style="list-style-type: none"><li>(i) modifications, which may require reanalysis</li><li>(ii) TC variants, which may require reanalysis</li></ul> <p>and</p> <ul style="list-style-type: none"><li>(iii) operating experience which may (typically) result in the escalation of tasks and consolidation of SB actions</li></ul> <p>In the absence of internationally agreed MRB Report Revision procedures, the (initially) harmonised MRB Reports will no longer be to a common standard once revised.</p>
<b>Recommendation:</b>	To be Determined

<b>IMRBPB Position:</b>
<ul style="list-style-type: none"><li>(a) <b>The MRB Report should reflect the Type Certification Basis of the aircraft.</b></li><li>(b) <b>Continuous Airworthiness Instructions for Modifications shall be developed i/a/w FAR/JAR 25.1529.</b></li><li>(c) <b>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.</b></li><li>(d) <b>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.</b></li></ul>
<b>August 19, 2003</b>
<b>Issue paper closed</b> – 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)

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