

JAA/FAA/TCCA
International MRB Policy Board
Issue Paper

Date: 08-11-99
IMRBPB # 032
TCA 99-004

Title:	Applicability of the MRB process
Submitter:	Manny Gdalevitch (Cochairperson Challenger and Global Express ISC) Manager Maintenance Engineering, Bombardier Business Aircraft Division
Issue:	MRB Process Applicability to all Aircraft Including Corporate Business Jets.
Problem:	<p>Current Corporate Business Jet Aviation maintenance programs are developed by many different methods. It is time the IMRBPB will integrate the Corporate Jet user into the methodology of MSG-3 and the MRB process.</p> <p>In Bombardier the MRB and MSG process was adopted for the last 20 years (on business jets) with great success.</p> <p>The MSG-3/RCM Logic methodology is the only systematic structured process available. The success of RCM and MSG-3 is proven world wide in many related industries.</p>
Recommendation:	Please clarify this issue and affirm your support to the Business Aircraft Family (FAR 91 & 135).

IMRBPB Position:

A review of the ATA MSG-3 documents indicates that there is no restriction on the use of the MSG-3 process for Corporate Business Jets.

August 19, 2003

Position: Is as stated above, but amended to include “The IMRBPB recommends that the NAA’s review on a case by case basis the application of the MRB process to this class of aircraft.”

Issue paper closed – 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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