

JAA/FAA/TCCA
International MRB Policy Board
Issue Paper

Date 18/07/2003
IMRBPB #61

Title	MRB REPORT INSPECTION RULES
Submitter	UKCAA – No.5
Issue	THE INSPECTION RULES IN TERMS OF GVI, DVI, HIRF, ZONAL, AND STRUCTURAL INSPECTIONS ETC. GENERATED FROM THE MSG-3 DEFINITIONS FIND THEMSELVES WITHIN THE INTRODUCTIONS OF THE MRBR AND MPD. THIS IN TURN IS THEN LEFT TO THE INDIVIDUAL OPERATOR TO INCLUDE IN THE SUBMITTED MAINTENANCE PROGRAMME FOR APPROVAL.
Problem	IT IS FELT THAT THIS ALONE IS NOT THE BEST PLACE TO INCLUDE THE INSPECTION REQUIREMENTS FOR THE AIRCRAFT. VERY FEW CERTIFYING STAFF OR MECHANICS SEE ANY THE ABOVE DOCUMENTS. IN MANY CASES INSPECTION TECHNIQUES ARE NOT NECESSARILY INCLUDED ON AIRCRAFT TYPE TRAINING COURSES AND MAINTENANCE STAFF WILL NOT READILY RECOGNISE THE ABOVE PUBLICATIONS AS "HANDS-ON" DOCUMENTS FOR INSPECTING THE AIRCRAFT.
Recommendation.	AT CERTIFICATION JAA SHOULD CONSIDER REQUIRING THAT THE INSPECTION RULES BE INCLUDED IN THE MAINTENANCE MANUALS (SAY IN CHAPTER 20). THIS BECOMES INCREASINGLY IMPORTANT AS: - 1. A COMPANY MAY OPERATE/MAINTAIN MORE THAN ONE TYPE OF AIRCRAFT WITH DIFFERENT INSPECTION RULES 2. DETAILED INSPECTION RULES ARE BEING DEVELOPED SUCH AS FUEL TANK SAFETY INSPECTIONS AND AGING SYSTEM INSPECTIONS. 3. HUMAN FACTOR CONSIDERATIONS

IMRBPB Position.

(enter date then position taken)

August 20, 2003

The IMRBPB concurs with the recommendation but notes that the responsibility for ensuring that a maintenance manual is amended rests with the OEM. The definitions for inspections shall be contained within the MRBR.

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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