

**JAA/FAA/TCA**  
**International MRB Policy Board**

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IMRBPB 023  
JAA 97-005

**Title:** Applicability of MRB process to product enhancement modifications

**Submitter:** T Harbottle, Airbus Industry

**Issue:** No guidelines exist on when the MRB process has to be used after development of initial document.

**Problem:** Establishment, production and wide distribution of MSG-3 analyses is costly and increasingly brings little added benefit. Enhancement mods may be complex but unless ISC operators intend to purchase them, creation of a MWG is difficult. Recent criticism of poor airline attendance suggests a review of the need for such activity is now required

**Recommendation:** Clear guidelines to be issued concerning the handling of modifications developed after entry into service to enhance the aeroplane (not those to restore an unreliable or inadequate design) - e.g. Additional Centre Tanks

It is proposed that if the model number of the aircraft is unchanged by the introduction of the mod then there is no requirement to follow the MRB process. Tasks may be proposed directly to ISC for inclusion in MRBR or promulgated by alternative documentation. This does not prevent a WG being formed if sufficient operators are willing to attend.

**IMRBPB position:**

*The Issue Paper's recommendation is found acceptable.*

*The manufacturers PPH should contain revision procedures which address the various types of revisions i.e. "major/minor" and who/how the revisions are approved by the ISC/MRB chairman.*

*These revision procedures would have to be approved by the respective MRB chairman.*

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**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 TCA).