



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

MRB-R approval streamlining initiative

Cologne, 30th January 2014

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MRB-R approval streamlining initiative (1/6)

➤ Background:

- Consensus on the need to focus Authorities resources on important safety aspects.

➤ Purpose:

- Propose optimizations of the MRB process to better use the established confidence in approved organisations and bilateral partners.

MRB-R approval streamlining initiative (2/6)

➤ Objectives:

- Develop a process that will lead to the direct acceptance of MRB related work performed by approved Design Organizations (DOA),
- Develop criteria for the appropriate involvement of the Agency,
- Develop criteria for the reciprocal acceptance of MRB reports with bilateral Partners.

MRB-R approval streamlining initiative (3/6)

➤ Phase 1 results:

Sep-2013: Report from the MRB Industry EASA review group to the Certification Strategy Industry EASA (CSIE) group chaired by the EASA Certification Director:

- Better use of approved Design Organization (DOA): **4 recommendations**
- Reciprocal acceptance of MRB reports with bilateral Partners: **3 recommendations**
- Follow-up: **2 recommendations**

MRB-R approval streamlining initiative (4/6)

➤ Phase 1 results (cont'd):

- Report endorsed by the CSIE group. Agreement to proceed further according to the recommendations into a Phase 2.
- Report welcomed by the bilateral partners:
 - By TCCA and ANAC during the Oct-2013 meetings at Ottawa.
 - FAA to decide with the EASA the launch of a task force under the COB for drafting the necessary changes to the TIP.

MRB-R approval streamlining initiative (5/6)

➤ Phase 2:

- Start Jan-2014, Report finalized by 2014Q4.
- Pilot projects with European manufacturers:
 - For testing the recommended key features for an MRB Data approval and release under DOA.
 - For identification of criteria for involving the Operators and the EASA in MRB Data approval.
 - For easing the management of the process change with the stakeholders.

MRB-R approval streamlining initiative (6/6)

➤ Phase 2 (cont'd):

- Pilot projects might involve bilateral partners for testing the recommended key features for validation of MRB Data under BASA-TIP provisions.

The following slides present a summary of the recommendations from the MRBIE Review Group Phase 1

➤ Review of the regulatory background

Recommendation #1

The MRBIE-RG has the view that the current regulatory framework does provide the necessary provisions for a greater reliance on the DOA processes for MRB related activities.

Further clarification will be carried out by the rulemaking task MDM.056.

Better use of approved Design Organization (2/5)

- Key features of an improved process
 - Whilst the basic principles of the MRB process are unchanged, the group has identified a set of key features pertaining to DOA procedures, use of DOA authority, categorization of MRB activities, implication of the EASA and of the operators.

► Key features of an improved process

Recommendation #2

The MRBIE-RG has evaluated the DOA principles and the LOI concept (RMT.0550). They were found suitable for streamlining the MRB process, making a better use of available resources at the EASA and from operators, and recognizing the responsibility of the manufacturer.

➤ Key features of an improved process

Recommendation #3

Within the current regulatory framework and according to defined working methods, pilot projects with volunteering companies should be established by the EASA for testing an improved MRB process based on the key features identified by the MRBIE-RG.

► Key features of an improved process

Recommendation #4

The outcomes from these pilot projects might be used by the EASA for the final development of a Certification Memorandum supporting the further standardised deployment of the improved MRB process. Adaptability to industry's organisational and expertise aspects should be an asset.



Reciprocal acceptance of MRB-R with bilateral Partners (1/4)

- Regulatory background and current practice
 - The group has reviewed the current practice of bilateral partners involvement in MRB-R approval/acceptance.
 - The current TIP documents (US and Canada) were reviewed to evaluate to which extend the validation principles are suitable for the MRB activities (workflow, criteria, communication, ...).



Reciprocal acceptance of MRB-R with bilateral Partners (2/4)

➤ Key features of an improved process

Recommendation #5

The MRBIE-RG recommends the implementation in the TIP at the next opportunity of Validation Principles for the acceptance/ approval of the initial MRB-R and changes to the MRB-R. This might be achieved by using the existing notion of Validation Items for notifying/involving the VA.



Reciprocal acceptance of MRB-R with bilateral Partners (3/4)

➤ Key features of an improved process

Recommendation #6

For changes to the MRB-R, the MRBIE-RG recommends that VA should be notified in case the change affects a VI, or upon a CA decision.



Reciprocal acceptance of MRB-R with bilateral Partners (4/4)

➤ Key features of an improved process

Recommendation #7

The MRBIE-RG recommends the COB tasking a group for assessing the minimal adjustments to validation principles needed for the MRB-R aspects (e.g. criteria for issuance of Validation Items, ...). That group should involve appropriate expertise from bilateral partners.



Recommendation #8

Rulemaking task MDM.056 shall duly consider the results from the MRBIE-RG review and from the proposed pilot projects.

Recommendation #9

The CSIE might consider extending the role of the MRBIE-RG to the setup of the “MRB under DOA” pilot projects (Terms of reference, assessment of the outcomes).



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Thank you.

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