



EASA
European Aviation Safety Agency

Developments in MRB processes

*Mark Kieft
MRB Section Manager
Flight Standards Directorate
EASA*

Production & Maintenance Conference
9 September 2015

Your safety is our mission.

An agency of the European Union 

TE.GEN.00409-001



Introduction

Developments in the MRB process

- ✈ Introduction into Bilateral Agreements (BASA)
- ✈ Use of TC holders' DOAs



Today – multiple Authorities

- ✈ Significant duplication of efforts, as multiple Authorities are directly involved in each aircraft's MRB process
 - Coordination issues between parties
 - Various interpretations / involvement issues
 - Additional costs for the manufacturers
- ✈ Does not recognise the technical expertise of the State of Design Authority
- ✈ Does not match the validation/acceptance principles given in the existing BASAs



Tomorrow, BASA – trusted partners



The same safety level



What is needed - BASA

- ✈ Validation of the process, not the tasks
- ✈ Trust each other's work and approval processes
- ✈ EASA to manage and approve MRBs for EU products / FAA to manage and approve MRBs for US products
- ✈ Little / no duplication or involvement of the other party, except maybe some validation items
- ✈ Sampling Inspection System to ensure processes are being followed safely
- ✈ Concept – make use of existing BASA, Annex 1



How to bring about this BASA change

- FAA and EASA signed a Task Definition document on 26 February 2015
- A joint team was tasked with developing a process defining the MRB activities and responsibilities in the frame of the Bilateral Agreement
- The team will make recommendations to the Certification Oversight Board (COB) on revised working methods and amendments to the US/EU Agreement and the TIP, to be delivered by end of 2015



BASA - progress so far

- Driven by EASA/FAA senior management
- Team established and functioning
- Regular on-line meetings
- Draft TIP wording drafted and under review
- Action items defined and being progressed

On track





The future work on the BASA

- Aiming to introduce TIP changes in amendment 6 (due April 2016)
- Need to consider a transition plan
- Need to monitor changes to each other Authority's MRB approval processes
- Need to introduce a Sampling Inspection System
- Need to involve the other major Authorities into this programme



MRB into the current BASAs...





Today in MRB – no DOA

- ✈ There are no DOA privileges for MRB work (ICA yes, MRB no)
- ✈ All MRB activities are done outside DOA procedures and control
- ✈ Possibility of synergies with DOA not explored
- ✈ Does not include the self-approval and checking principles done by DOAs



Tomorrow, DOA is responsible



Process controlled, independent checking



What is needed - DOA

- ✈ MRB processes to be included under the DOA, and controlled by DOA processes / CVE
- ✈ Routine items to be directly approved by DOA
- ✈ Non-routine items:
 - ✦ Approved by EASA
 - ✦ EASA decides its Level of Involvement
- ✈ Operators decide their Level of Participation
- ✈ DOA publishes the approved data

- ✈ Concept – make use of existing TC holder DOAs



How to bring about this DOA change

- A MRB Industry/EASA (MRBIE) group has been working on the concept since an ASD letter in October 2012
- The group produced a concept paper September 2012
 - ✦ Recommended limited MRB work under DOA
 - ✦ To be introduced at the same time as MRB under the BASA
- Co-chaired by EASA and ASD representatives
- Group dissolved July 2015, after successfully driving through these initiatives



DOA - progress so far

- The concept agreed between all parties
- List of Routine 'envelope' agreed
- 4 TC holders have submitted applications and procedures, all of which are at various stages of investigation
- Pilot cases to be run/in progress

Progressing fast





The future work on DOAs

- Aiming to approve the applications as soon as possible – initial audits probably required
- Need to advertise this initiative to the TC holders' DOAs who were not involved in the MRBIE group
- Need to show to our international partner Authorities that the system works well and maintains the level of safety
- Need to formalise EASA acceptance of limited MRB data



The future DOAs



AIRBUS



DASSAULT
AVIATION



AIRBUS
HELICOPTERS



AgustaWestland

More.....



To conclude

- ✈ When BASAs are in place, each Authority will only be normally involved in the MRB projects for which they are State of Design
- ✈ When MRB process is under DOA, the manufacturer will be able to self-approve various items, and publish all revisions itself
- ✈ Both initiatives will reduce the burden to industry, while maintaining the same level of safety and ensuring clear ownership of the process