

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

**date:** 14/05/96  
IMRBPB 014  
TCA 96-001

**Title:** MRB Report ownership

**Submitter:** Transport Canada

**Issue:** Who owns the MRB report, the Manufacturer or the regulatory agency?

**Problem:** International standardisation is needed to clarify as to owns the MRB report. With the advent electronic publishing upon us the task of publishing and distributing documents will be minimised and achievable for most regulatory agencies. Traditionally the manufacturer has always published and distributed the MRB report because of the resources required to do this in hard copy format. Although we, the regulatory agencies recognise that the MRB report forms part or (fulfils part) of the Instructions for Continuing Airworthiness (25-1529) which is mainly the responsibility of the manufacturer. Since the MRB report is signed by the MRB Chairman and is ultimately responsible for its contents it can be argues that it "belongs" to the regulatory agencies. This evident by the cover pages on most MRB reports indicating that it is a regulatory document.

**Recommendation:** Establish a common international policy which will determine who actually owns the MRB report.

**IMRBPB position:**

- *JAA A&GM Chapter 16 and FAA AC 121-22A clearly state that the MRB document is developed by an ISC organised by the TC holder and therefore the TC Holder owns the MRB report. The fact that the Regulatory Authorities approve this report does not give them any ownership right.*
- *In order to avoid possible confusion concerning the ownership of MRB Reports, the IMRBPB would advise to remove the Regulatory Authority logo form the MRB document cover page and/or approval page.*

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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).