

JAA/FAA/TCA
International MRB Policy Board
Issue Paper

23 November 2001
IMRBPB # 051

Title	MSG 3 Revisions Authority Acceptance
Submitter	JAA
Issue	The current acceptance of recent amendments to MSG 3 is limited to the FAA.
Problem	We do not have a mechanism to provide harmonised acceptance of revisions, furthermore, the regulatory bodies do not have ownership of the document or a regulating standard. Failure to develop such could result in National conditions being imposed over and above the standards used by industry.
Recommendation.	<p>The IMRBPB Authorities should develop proposals leading to joint IMRBPB acceptance of future amendments. This would be seen to benefit both industry and the Authorities, and would prevent situations where one or more Authorities found themselves in a position where an amendment could not be accepted.</p>

IMRBPB Position.

December 2001: The IMRBPB consider joint acceptance through the submission of Issue Papers by the ATA would provide a means of achieving unified acceptance.

To provide the Aviation Authorities of the possibility to make its position known on proposed amendments ATA should invite the aviation authorities to act as observers to the amendment proceedings.

For amendments 2001 & 2002 ATA are invited to submit an issue paper allowing the IMRBPB to formally establish its position.

August 2003:

(1) To expedite the acceptance process ATA will be requested to submit requests for acceptance directly to the IMRBPB Members. Each IMRBPB member would in turn forward formal acceptance of the document to the FAA for a coordinated joint acceptance.

(2) With reference to MSG 3 at Rev. 2002, and Rev. 2003 – IMRBPB members would review and accept these revisions when the ATA requests the IMRBPB to do so.

Issue paper closed – Final position as stated above

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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 TCCA)