

International Maintenance Review Board Policy Board (IMRBPB)
Issue Paper (IP)

Initial Date: 26/Jan/2007

IP Number: 90

Revision / Date:

Title:	Sustaining MRB Activities and Regulatory Participation
Submitter:	Transport Canada (Jeffrey Phipps)
Issue:	<p>The MRBR is intended to be an up-to-date document and as such it should be reviewed on an annual basis to determine the need for a revision. Transport Canada (TCCA) has termed this activity as a sustaining MRB activity. Current regulatory guidance material (EASA/FAA/TCCA) does not provide guidance with regards to regulatory participation for sustaining MRB activities.</p>
Problem:	<p>The Aircraft Evaluation Division within TCCA has always had limited resources for sustaining MRB activities that are conducted outside of Canada. As a result, we have typically limited our participation to ISC/MRB level meetings and have relied on the Certifying Authority to provide the necessary Working Group (WG) advisors, as required.</p> <p>On occasion TCCA has not been able to accept the results from a sustaining MRB WG but have always been able to address our concerns at either the ISC or MRB level, without the need for an MRBR appendix for Canadian Operators.</p> <p>TCCA is therefore of the opinion that additional regulatory authorities are attending sustaining MRB WG's with little or no benefit to the MSG/MRB process, thereby placing unnecessary financial strain on manufacturers.</p>
Recommendation (including Implementation):	<p>Since there are currently regulatory agreements in place within EASA/FAA/TCCA that harmonize the certification activities of each nation, TCCA is proposing a harmonized approach regarding the level of regulatory participation during sustaining MRB WG activities.</p> <p>Each MRB Chairperson has the responsibility to ensure that the appropriate regulatory authority is in attendance at all WG meetings (AC121-22A). As such, the domestic certifying authority should therefore provide the necessary regulatory advisors to their manufacturer's sustaining MRB WG activities, as required.</p> <p>The appropriate MRB Chairperson from each foreign certifying authority would then only need to support sustaining ISC/MRB meetings. This will allow each regulatory authority to better utilize their resources and will provide substantial financial savings to manufacturers.</p>

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IMRBPB Position:

Date: 22/FEB/2007

Position:

Action Item 07/04 open to initiate the associated investigation.

Date: 22/APR/2008

Position:

Action Item 07/04 closed.

The IMRBPB has determined going forward with this IP is not in the best interest of industry, International harmonisation or safety.

Status of Issue Paper (when closed state the closure date):

Closed (22/04/2008)

Recommendation for implementation:

Important Note: The IMRBPB positions are not policy. Positions become policy only when the policy is issued formally by the appropriate National Aviation Authority.