

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

IMRBP # 025

Originators # JAA.97-007

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Title	Corporate Aircraft MRBR
Submitter	H Dieter Haring, Austro Control GmbH
Issue	Approach of Development of a MRBR for a Corp. Aircraft.
Problem	Using MSG 3 R.2 for the development does give an "approved-question-tree" to follow, however the philosophy/policy how to answer these seem to be driven by marketing interests mainly.
Recommendation.	<p>As ATA is not interested to vary MSG for the use in the "Corporate World" it would be required to develop Guidelines/Handbook which should direct both Mfg's & ISC;s/WG's to achieve a representative MRBR.</p> <p>-OR- adopt a rule which states that MSG 3 R.2 has not to be used for this type of aircraft.</p> <p>Note: This was brought up in the "Miami-meeting", however, being MRB-Coord. On Canadairs "Global Express" it is definitely an issue worth for further discussion.</p>

<p>IMRBPB Position.</p> <p>At the previous IMRBPB meeting in Miami TCA indicated that it would like to form a working group to look at other options for developing an acceptable analysis. The current FAA Advisory Circular 121.22 is applicable only to commercial aircraft. JAA Chapter 16 is applicable to all types of aircraft above a certain weight, irrespective of the type of operators, but in practice, corporate aircraft are exempted from the MRB, if the manufacturer request so.</p> <p>The formation of the working group is a TBD. December 2001: Issue paper closed – carried forward to IP# 045.</p>

Important Note:

The IMRBPB positions are not policy. Positions become policy only when, the policy is issued formally by the appropriate National Authority (JAA, FAA or TCCA)