

**JAA/FAA/TCCA**  
**International MRB Policy Board**  
**Issue Paper**

**Date:** 08-11-99  
**IMRBPB #** 031  
**TCA** 99-003

<b>Title:</b>	Applicability of the MRB process
<b>Submitter:</b>	Transport Canada (Henry Dyck)
<b>Issue:</b>	The lack of international policy/standards for the development of maintenance programs for all new FAR 25 type (corporate) aircraft.
<b>Problem:</b>	<p>Inconsistent standards and policy are being applied by various regulatory agencies for the approval of maintenance programs for FAR 25 type corporate aircraft. This makes Canadian domestic approval procedures awkward and time consuming for foreign aircraft to ensure a consistent review is applied.</p> <p>Because all newly designed FAR 25 aircraft are subject to the requirements of CPCP programs, damage tolerance analysis, CMR analysis and now HIRF, it would be easier for the manufacturer to use a MSG logic approach to integrate the various requirements and thereby ensure an acceptable process for all importing authorities.</p> <p>With the growing emergence of the corporate fleet (FAR 25) we need to ensure that recognised standards are being applied to the development of maintenance programs.</p>
<b>Recommendation:</b>	The IMRBPB needs to establish policy/standards regarding the applicability of MSG type logic processes for these new FAR 25 (corporate) aircraft use. We should support and participate in the efforts of the newly formed working group from the NBAA that will address this issue from their perspective.

**IMRBPB Position:**

A review of the ATA MSG-3 documents indicates that there is no restriction on the use of the MSG-3 process for Corporate Business Jets.

**August 19, 2003**

**Position:** Is as stated above but amended to include “The IMRBPB recommends that the NAA’s review on a case by case basis the application of the MRB process to this class of aircraft.”

**Issue paper closed** – Final position as stated above

**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)

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