

JAA/FAA/TCA
International MRB Policy Board

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Title: RLD/FAA MRB Harmonisation process

Submitter: RLD

Issue: RLD/FAA Harmonisation process on Fokker 70/100 MRB Report.

Problem: From the beginning of the Fokker 100 program (1987) there has been a single RLD approved MRB Report, accepted by the FAA and several other authorities. In the MRB Report on FAA approved Appendix 6 has been incorporated specifying tasks required by the FAA, since those tasks did not come out of the MSG-3 process. These tasks apply only to operators under FAA jurisdiction. Neither JAA chapter 16 for the MRB process nor FAA AC 25.19 for CMR's were available that time.

Since first issue of the MRB Report the MRB process has been kept alive in order to introduce new customer configurations and to update the Report within service experience and test article results. With the introduction of the Fokker 70 (in 1994) into a combined Fokker 70/100 MRB Report the FAA required a separate FAA approved MRB Report, distinguishable from the RLD Report, since a single RLD/FAA Report with an FAA Appendix appeared to become unmanageable for FAA inspectors. On FAA MRB Policy Board initiative also a new format should be used for FAA approved MRB documents.

During the Glasgow meeting on November 1994 regulatory differences have been discussed and it was agreed that an Action Plan to be developed leading to a single Fokker 70/100 MRB Report that would be acceptable to FAA and RLD/JAA. In accordance with this Plan the Fokker process has now been adjusted to JAA chapter 16 for the MRB process and AC 25.19 for CMR's.

Difference of opinion concerning interpretation of the rules and technical matters result in ongoing discussions on task level. This still hampers a smooth process and prevents the issue of MRB information to new and existing operators. The goal of reaching a "living" single RLD/FAA MRB Report in a harmonised process is difficult to achieve.

Milestones:

The MRB process according JAA chapter 16 will continue. Milestones in the process since 1993 are given in Appendix 1.

Recommendation: RLD and FAA both issue separate MRB Report Revisions if deemed necessary. Discussions to continue with the goal to reach a single MRB Report but this should not hamper the issue of separately approved revisions.

IMRBPB position:

- *The IMRBPB policy is to support the development of one unique MRB document. Possible additional national regulatory requirement may be incorporated in an appendix to the document.*
- *No additional task may be required by the MRB chairman without technical justification based upon the MSG-3 logic.*
- *In a disagreement between JAA, FAA or TCA representatives to an MRB, it is recommended that these representative contact their respective Policy board (i.e. FAA MRB Policy Board, JAA MRB Working Group Chairman, TCA Policy Board) in order to ensure expeditious treatment of the issue by allowing discussions at Policy Board level.*

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).