

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

**Date 2007-01-26**  
**IMRBPB # TBD**

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| <b>Title:</b>          | Sustaining MRB Activities and Regulatory Participation   |
| <b>Submitter:</b>      | Transport Canada (Jeffrey Phipps)  |
| <b>Issue:</b>          | <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>  |
| <b>Problem:</b>        | <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>  |
| <b>Recommendation:</b> | <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> |

**IMRBPB Position:**

*(enter date then position taken)*

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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)