

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

Initial Date: 29/APR/2016

IP Number: IP160

Revision / Date: Rev 00 / 29/APR/2016

Title: MRBR Periodic Review

Submitter: EASA

Applies To:	
Vol 1:	
Vol 2:	
Both:	
IMPS:	Y

Issue:

The Maintenance Review Board Report being a living document, a periodic review has to be performed. This review is today not harmonized through the all industry or defined in the IMPS.

Problem:

After initial issuance of the Maintenance Review Board Report, the MRB activity continues to monitor the effectivity of the MRBR by assessing in-service experience, impact of modifications etc...

The IMPS states that as a minimum an annual review has to be organised by the TCH to ensure a yearly assessment of the performance of the MRBR in chapter 9. Today the content of the annual review is not harmonized through the industry or defined in the IMPS, therefore EASA is proposing in this CIP to define the minimum content of a periodic review in the IMPS, applicable to the all industry and to be included in each TCH PPH.

Recommendation (including Implementation):

As part of the IMPS initial issue, the following paragraph should be added as Chapter 9.2 of draft IMPS version of April 2016. Chapters 9.3, 9.4, 9.5 are deleted. Chapter 9.6 becomes 9.3 and 9.7 becomes 9.4. The final text of chapter 9 is as follows:

9.0 The Periodic Review

9.1 The MRBR is intended to be an up-to-date document and, as a consequence, the ISC Chairperson/Co-Chairperson, and the MRB Chairperson should conduct a joint review, preferably annually, to determine the need for revisions.

9.2 Minimum content of a Periodic Review:

After initial issue of the MRBR, the following points have to be addressed preferably on an annual basis by the ISC chair, the MRB chair and the TCH, in a dedicated meeting or at an ISC meeting. The TCH should review significant operator in-service issues it received prior to the periodic review. The TCH should consider inputs for each point:

- Action Item status and previous Minutes of Meeting acceptance
- Changes in the team
- Planning of future activities
- Design change status impacting MSG3 analyses

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- AFM-RFM revision and impact on the MRBR
- In-service main Issues and potential impact on MRBR
- Status and incorporation of Temporary Revisions
- Non-MSG3 derived requirements (e.g. Inspection Service Bulletin) for their potential impact on MSG3 analyses
- Changes to the operating environment and/or age of the aircraft fleet
- Changes in the applicability including fleet utilization and type of operation
- Fleet reliability status
- Status of sampling & assurance plans (e.g. Landing Gear, L/HIRF and Fatigue)
- Review of new IPs
- Feedback from certification activities impacting the MRBR (e.g. : changes in the ALS)
- New interpretations of MSG-3 requirements by the CA
- New retroactive airworthiness requirements
- Review of MWGs results

9.3 The TCH should document results of reviews for inclusion in their historical file.

9.4 If needed, the ISC Chairperson/Co-Chairperson and the MRB Chairperson will evaluate any proposed changes, which would normally be accomplished at an ISC meeting. Approval or non-approval of the proposed changes shall be processed in the same manner as outlined for the initial MRBR approval/non-approval.

IMRBPB Position:

Date: 29 April 2016

Position: proposed wording is accepted. CIP EASA 2016-03 closed as IP160

Status of Issue Paper (when closed state the closure date): 29 April 2016

Recommendation for implementation:

IMPS initial revision to be amended as above

Retroactive: Y, existing PPH should define the annual review process

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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.