

International Maintenance Review Board Policy Board (IMRBPB)

Issue Paper (IP)

IP Number: IP 199

Initial Date (DD/MMM/YYYY): 24/Jun/2022

Revision / Date (DD/MMM/YYYY): Rev. 0 / 24/Jun/2022

Effective Date (DD/MMM/YYYY): 01/Oct/2022

Retroactivity (Y/N): Y

Title:	Periodic Review – Updates
Submitter:	EASA

Applies To:	
MSG-3 Vol 1	
MSG-3 Vol 2	
IMPS	X

Issue:

The intent of some points of the periodic review needs to be amended and improved.

Problem:

During the implementation, some items which may be improved and some new items which may be of interest for the periodic review have been identified.

Recommendation (including Implementation):

In *paragraph 9.1*, it is recommended to implement this change:

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 periodically, preferably annually, to determine the need **and the scope** for revisions.

In *paragraph 9.2*, it is recommended to implement the following changes:

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:

- **WG and ISC** Action Item status and previous Minutes of Meeting acceptance **status**
- Changes in the team
- Planning of future activities
- Design change status impacting MSG3 analyses
- AFM-RFM revision and impact on the MRBR

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- In-service main Issues and potential impact on MRBR
- Review corrosion findings and their potential effect on the baseline CPCP program
- 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 [programs](#) & 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 (e.g. [FAA 14 CFR Part 26](#), [EASA Part-26](#), [EWIS](#))
- Review of MWGs results
- [Review of the open assumptions made during MSG-3 analysis](#)
- [Review of non-MSG-3 and non-ALS related tasks coming from ICA for certified products \(e.g. Engine, Propeller\) for their potential impact on MSG3 analyses](#)
- [Review of the status of Vendor recommendation and related changes \(Ref. Par. 4.6.5\) for their potential impact on MSG3 analyses](#)

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IMRBPB Position:	
Date:	24 June 2022
Position:	Agreed, closed in 2022 meeting as IP199
Recommendation for Implementation:	To be implemented into a revision to the PPH within a maximum timeframe of one year after IP effective date, in accordance with IP 187 recommendation.

Status of the Issue Paper:	<input checked="" type="checkbox"/>	Active
	<input type="checkbox"/>	Incorporated in MSG-3 / IMPS (with details)
	<input type="checkbox"/>	Archived