Title: Periodic Review – Updates

Submitter: EASA

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
**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**

- 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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**Retroactivity (Y/N):** Y

<table>
<thead>
<tr>
<th>Date:</th>
<th>24 June 2022</th>
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<tbody>
<tr>
<td><strong>Position:</strong></td>
<td>Agreed, closed in 2022 meeting as IP199</td>
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<tr>
<td><strong>Recommendation for Implementation:</strong></td>
<td>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.</td>
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**Status of the Issue Paper:**

- [X] Active
- [ ] Incorporated in MSG-3 / IMPS (with details)
- [ ] Archived