

International Maintenance Review Board Policy Board (IMRBPB)

Issue Paper (IP)

Initial Date (DD/MMM/YYYY): 09/04/2008

IP Number: 95

Revision / Date (DD/MMM/YYYY): Rev 1 dated 31/03/2009

Title: Wear Damage in MSG-3

Submitter: EASA, MRB Section

Issue: With IP 088 the Issue of wear damage (“*other sources of damage/deterioration, such as wear*”) has been introduced to MSG-3 Rev. 2007.

Problem: However, without closer specifying wear, it will be hard for each manufacturer to create according procedures, resulting in a low level of harmonisation between different manufacturers.

Recommendation (including Implementation):

Add the following new Term to Appendix A, Glossary:

Wear Damage

Wear is the permanent deformation or loss of material at the surface of parts in contact and subjected to relative motion.

Wear is typically found in/at bushings, bearings, stops, latches, locks, tracks, guides, cams, rollers, cables, pulleys or floors

Wear can influence loads and strength, lead to inaccurate positioning and adverse free play or change resistance to environmental damage.

Wear can be systematic for parts intended to be in contact, or accidental for parts that should normally not come in contact or should not be subjected to relative motion.

~~(Different wear may exist such as rolling wear, impact wear, fretting, fatigue.....)~~

IMRBPB Position:

Date: 02/04/2009

Position:

1/ Following text to be added in Appendix A: Glossary.

Wear Damage - Physical deterioration of the surface of an item due to relative motion between two parts in contact

2/Following text to be added in Paragraph 2-4-2 “ Schedule structural maintenance “

Wear is typically found in/at bushings, bearings, stops, latches, locks, tracks, guides, cams, rollers, cables, pulleys or floors. Wear can influence loads and strength, lead to inaccurate positioning and adverse free play or change resistance to environmental **deterioration**. Wear can be systematic for parts intended to be in contact, or **random** for parts that should normally not come in contact or should not be subjected to relative motion.

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Status of Issue Paper (when closed state the closure date): Closed on 02/04/2009

Recommendation for implementation:

Agreed text to be implemented in MSG 3 revision 2009

Important Note: The IMRBPB positions are not policy. Positions become policy only when the policy is issued formally by the appropriate National Aviation Authority.