

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

Initial Date: 27 Apr 18
IP Number: IP 184
Revision / Date: 0

Title: Correct transcription of ED in Supplemental analysis

Submitter: Airbus Helicopters

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

Issue: In MSG-3 Volume 2, [Section 2-3-9] “Supplemental Analyses for Rotor / Drive systems”, sub-section 2 begins with the following text:

2. Analysis procedure

Rotors / drive systems are first analyzed according to the Systems / Powerplant Analysis Procedure; i.e.:

- After the Level 1 analysis is carried out following [Section 2-3-3], [Section 2-3-4], [Section 2-3-5] and Failure Effect Categories identification [Section 2-3-6] instructions, Rotor / Drive Systems items associated to Failure Effect Categories 5 and 8 that have been determined to carry flight or control loads, are also analyzed for Accidental Damage (AD) and Environmental Damage (ED) pursuant to the Structural analysis instructions of [Section 2.4].

In this text, ED is said to mean Environmental Damage. This is not consistent with the MSG-3 terminology for which ED means Environmental Deterioration.

Problem: None. This typo has gone through the editorial reviews of MSG-3 Volume 2 and must be fixed.

Recommendation (including Implementation):

Change the text of [Section 2.3.9-2] as highlighted in red:

2. Analysis procedure

Rotors / drive systems are first analyzed according to the Systems / Powerplant Analysis Procedure; i.e.:

- After the Level 1 analysis is carried out following [Section 2-3-3], [Section 2-3-4], [Section 2-3-5] and Failure Effect Categories identification [Section 2-3-6] instructions, Rotor / Drive Systems items associated to Failure Effect Categories 5 and 8 that have been determined to carry flight or control loads, are also analyzed for Accidental Damage (AD) and Environmental **Deterioration Damage** (ED) pursuant to the Structural analysis instructions of [Section 2-4].
- Continue with Level 2 analysis [Section 2-3-7].

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IMRBPB Position:

Date: 27 Apr 2018

Position: Closed in 2018 Meeting as IP 184. Note – also corrected [2.4] to [2-4] (error in MSG-3).

Status of Issue Paper and date:

Active

Recommendation for implementation:

Retroactive: N

Important Note: The IMRBPB IPs are not policy. An IP only becomes policy when the IP is adopted into the processes of the appropriate National Aviation Authority. However, before formal adoption, the IP content may be incorporated by the MRB applicant on a voluntary basis with the agreement of all parties as detailed in the program PPH.