

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

**Initial Date :** 20/Feb/2015  
**IP Number:** IP 155  
**Revision 0 / Date:** 23/Apr/2015

**Title:** L/HIRF ‘unacceptable degradation’ definition

Applies To:	
Vol 1:	
Vol 2:	
Both:	X

**Submitter:** A4A LHWG

**Issue:** The meaning of ‘susceptibility of a component to unacceptable degradation’ needs clarification. The impact of degradation on system performance is often debated during working groups and the susceptibility of the component to a degradation that may compromise the L/HIRF protection function is not always understood.

**Problem:** In Step 9 of the L/HIRF logic diagram there is a question related to degradation. What is ‘unacceptable degradation’ for L/HIRF protections?

**Recommendation (including Implementation):**

It is proposed to add a definition of ‘unacceptable degradation’ to the glossary of the MSG-3 document and to modify Step 9 for clarification:

**Step 9: Is there the potential for degradation?**

MSG-3:

If component is susceptible to unacceptable degradation within the installed location, proceed to Step 11.

Proposal:

If component is ~~suseptible to~~ expected to experience unacceptable degradation within the installed location, proceed to Step 11

**New Glossary Definition Proposed:**

**L/HIRF Component Unacceptable Degradation**

A deterioration of an L/HIRF protection component during the lifetime of the aircraft that may lead to its inability to continue to provide the necessary L/HIRF protection capability.

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**IMRBPB Position:**

**Date: April 23, 2015**

**Position:.**

**IMRBPB has agreed to the amended wording and CIP closed as IP 155.**

**Status of Issue Paper (when closed state the closure date): April 23, 2015**

**Recommendation for implementation: Next revision of MSG-3.**

**Retroactive: No**

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