

JAA/FAA/TCCA
International MRB Policy Board
Issue Paper

Date: 08/08/97
IMRBPB # 021
JAA 97-003

Title:	HIRF Maintenance
Submitter:	CAA UK
Issue:	The recent HAA B777 MRB Co-ordinators report has included HIRF maintenance development procedures for the type.
Problem:	The proposed procedures appear to conflict with the associated FAA policy statements and appears to differ significantly from the initial proposals agreed between the MRB and ISC Chairman at the time (1994). HIRF 'hardening' features in an aircraft should be subject to conventional MSG accounted for by the analysis.
Recommendation:	If 'ageing characteristics' prove to confound the existing analysis and task finding procedure, then consideration should be given to developing a procedure based upon the existing structures 'damage tolerance rating' procedures, (exposure to environmental damage/accident damage), which may easily be adaptable to HIRF protection features.

IMRBPB Position:

The issue was discussed and the FAA responded by saying that they have produced a field notice FSAW 97-16 applicable to US operators which address the issue of HIRF maintenance. The IMRBPB considers that MSG-3 analysis does not require changes to cater to HIRG maintenance functions and the current zonal analysis and resulting tasks are deemed adequate until such time as manufacturers can identify other specific techniques and practices in their maintenance manuals.

August 19, 2003

Issue paper closed – Final position as stated above. It is noted that ATA have amended MSG-3 to include analysis for HIRF and Lightning.

Important Note: The IMRBPB positions are not policy. Positions become policy only when the policy is issued formally by the appropriate National Aviation Authority. (JAA, FAA or TCCA)

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