Title: Analysis of fuel tank flammability reduction or inerting systems
Submitter: EASA/JAA
Issue: MSG Analysis needs to be adapted to address fuel tank inerting or flammability reduction systems in order to ensure that a preventative maintenance programme (SFAR 88 2(b) 2(c)).
Problem: Applying the methodology as it currently exists would result in no tasks or economic FEC 9 tasks. In terms of safety, these systems are far too significant to leave to such a discretionary result.
Recommendation: Fuel tank flammability reduction or inerting systems should be classified as emergency/safety equipment.

IMRBPB Position:

Sept 2004
A copy of JAA Administrative & Guidance Material Section 2: Maintenance part 3: Temporary Guidance Leaflet #47, Guidance on CJAA Interim Policy on Fuel Tank Safety and its implementation was provided to all participants.

CAA/JAA requested a position on the route selection of inerting systems.

The regulatory/Industry WG confirmed that this system would be a route 8 item.

Issue Paper closed

April 2009
Re open during 2009 IMRBPB.

The IMRBPB considers that fuel tank flammability reduction or inerting systems should be classified as emergency/safety equipment. The MSG 3 analysis would then be applied accordingly considering this classification.

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/EASA, FAA or TCCA)