Title: L/HIRF ‘unacceptable degradation’ definition

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 susceptible 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.
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.