

International Maintenance Review Board Policy Board (IMRBPB)

Issue Paper (IP)

IP Number: CIP IND 2019-09

Initial Date (DD/MMM/YYYY): 30/MAY/2019

Revision / Date (DD/MMM/YYYY): 12/FEB/2020

Effective Date (DD/MMM/YYYY):

Retroactivity (Y/N): N

Title:	Zonal Procedure Scope Adjustment
Submitter:	MPIG

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

Issue:

During MPIG discussions, participants questioned if the current zonal flowchart is adequately assessing all Other Structure since the decision box “Zone contains only structures?” can avoid that some of them are assessed by the zonal methodology.

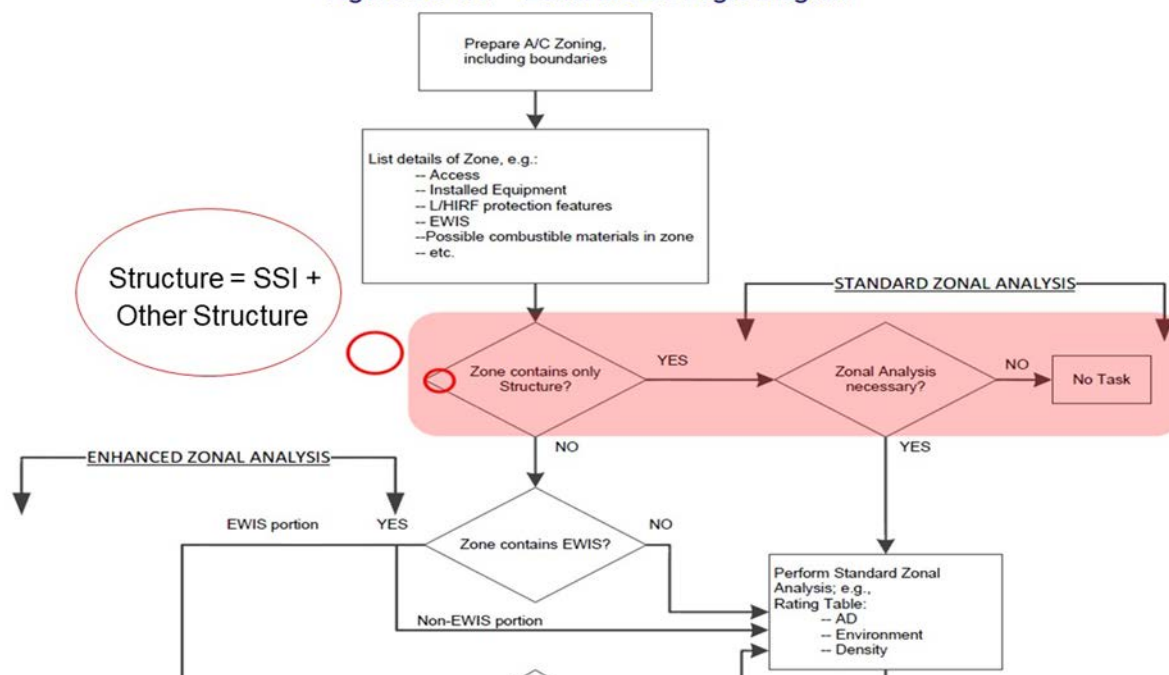
Problem:

Current flowchart decision box question “Zone contains only structures?” may lead “Other Structural Items” not to be assessed by the Zonal Methodology.

According to ATA MSG-3 document, aircraft structures can be classified as “Structural Significant Items – SSI” and “Other Structure”.

Hence, zones containing Other Structure would not be assessed by the current zonal methodology or structures methodology.

Figure 2-5-1.1. Zonal MSG-3 Logic Diagram



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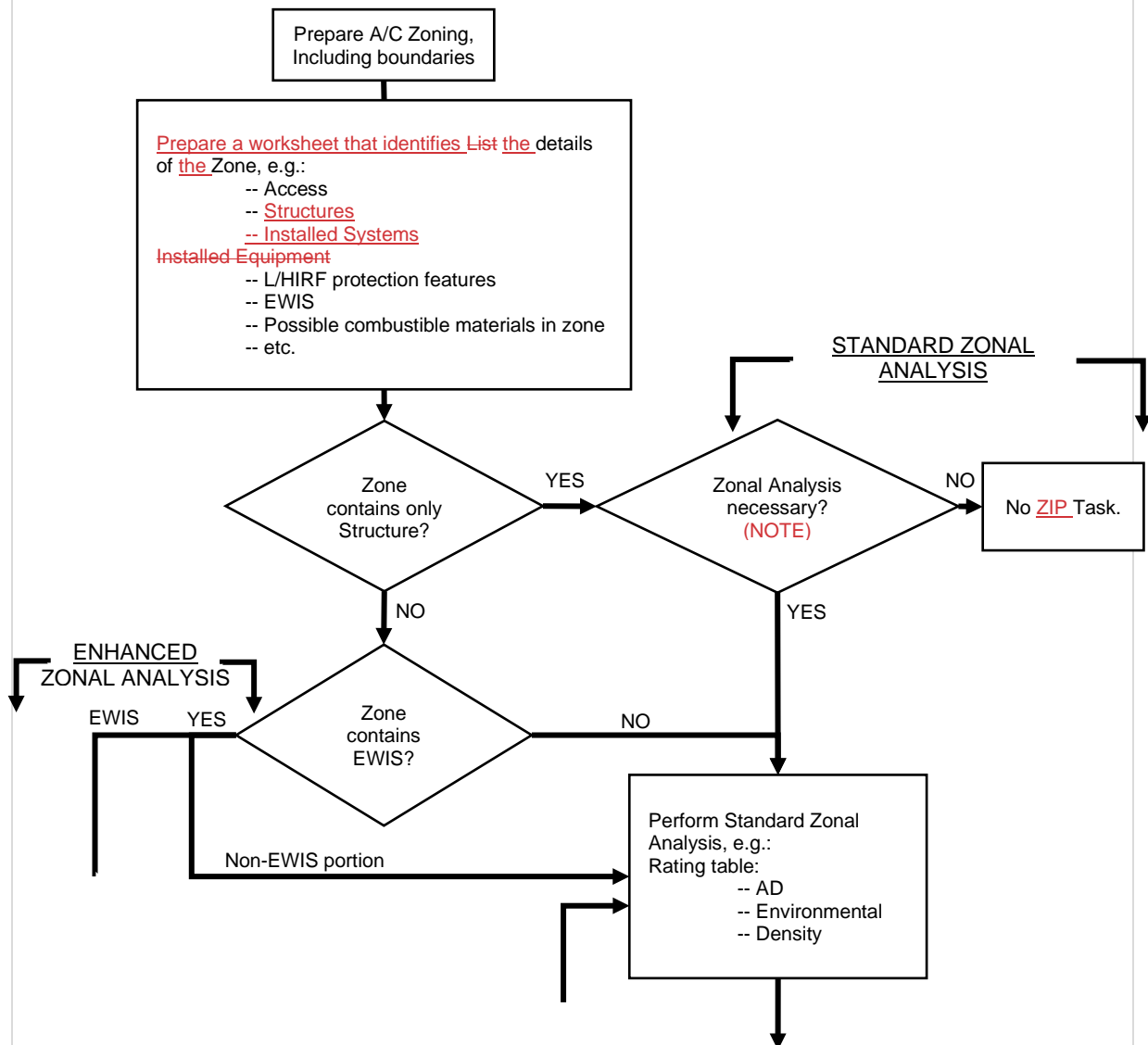
Retroactivity (Y/N): N

Furthermore, zonal methodology procedure, Section 2-5-1, paragraph (d) narrows the zonal assessment to zones containing systems installations only.

- d. For all zones containing systems installations, perform a standard zonal analysis using the rating tables from paragraph (c.) to define the extent and interval of zonal inspection tasks. Multiple zonal inspections may be identified for each zone with those requiring increased access typically resulting in less frequent inspection intervals due to the better ratings (e.g. less accidental damage risk, better visibility).

Recommendation (including Implementation):

Revise Figure 2-5-1.1. Zonal MSG-3 Logic Diagram as follow:



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In addition, revise paragraph (d), section 2-5-1. *Procedure*, as follow:

From:

c. For each zone, prepare a work sheet that identifies data such as: zone location, zone boundaries, access (e.g. doors, panels, linings, insulation blankets), approximate size (volume), systems and components installed, typical power levels in any wiring bundles, features specific to L/HIRF protection, etc. In addition, assess potential for the presence of combustible material, either through contamination (e.g., dust and lint) or occurring by design (e.g., fuel vapor). This assessment shall be made in operational condition with all systems, components, interior, linings, insulation blankets etc. installed.

d. For all zones containing systems installations, perform a standard zonal analysis using the rating tables from paragraph (c.) to define the extent and interval of zonal inspection tasks. Multiple zonal inspections may be identified for each zone with those requiring increased access typically resulting in less frequent inspection intervals due to the better ratings (e.g. less accidental damage risk, better visibility).

To:

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d. For all ~~aircraft~~zones containing systems installations, perform a standard zonal analysis using the rating tables from paragraph (c.) to define the extent and interval of zonal inspection tasks. Multiple zonal inspections may be identified for each zone with those requiring increased access typically resulting in less frequent inspection intervals due to the better ratings (e.g. less accidental damage risk, better visibility).

Note: Zonal Analysis is not necessary if the zone only contains SSI structure or the zone access does not allow for a GVI. In the latter case, the zonal WG to advise Structure WG that any need to inspect the zone must be determined in the structural analysis.

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The original CIP was submitted by Gulfstream Aerospace.

IMRBPB Position:	
Date:	
Position:	
Recommendation for Implementation:	

Status of the Issue Paper:	<input type="checkbox"/>	Active
	<input type="checkbox"/>	Incorporated in MSG-3 / IMPS (with details)
	<input type="checkbox"/>	Archived