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

**Title:** Consistency between current Zonal Analysis and 2013 L/HIRF Analysis procedures

**Submitter: EMBRAER S.A**

**Issue:** In current Zonal Analysis Procedure section there is a specific paragraph related to Zonal Transfer Guidance of GVIs determined by L/HIRF analysis:

*Zonal Analysis Procedure 2-5-1 (i) (Page 69)*

*General Visual Inspections arising from the analysis of L/HIRF may be compared with the Zonal Inspections determined from the standard zonal analysis (paragraph d.). These GVIs may be considered fully covered by the zonal inspection if the access requirement is the same and the proposed interval is at least as frequent. Otherwise, a stand-alone GVI should be included within the Systems and Powerplant tasks as described in [Subject 2-6-1].*

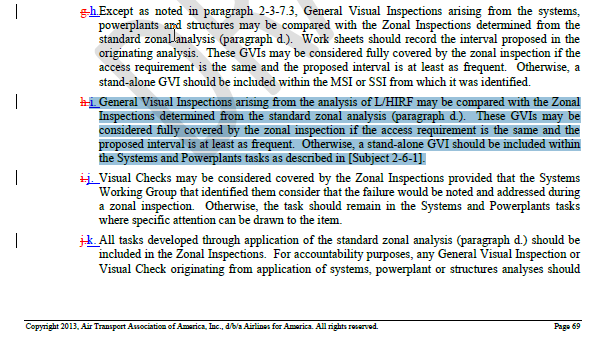
**Problem:**. According the new L/HIRF section incorporated at Revision 2013, the logic analysis does not create a GVI to be transferred and accepted (or not) by the Zonal Program.

During degradation assessment step, (in case there is potential degradation) the logic only investigates whether the item is detectable by a Zonal Inspection or not. If a Zonal Inspection properly detects the degradation, no dedicated L/HIRF task is required (Zonal program is enough to inspect the component).

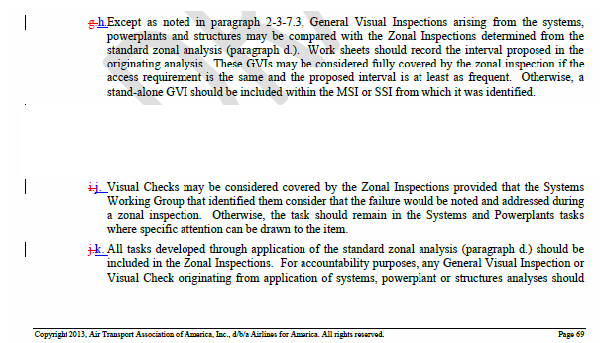
**Recommendation (including Implementation):**

To delete the paragraph (i) from 2-5 Zonal Analysis Procedure:

From :



To:



**IMRBPB Position:**

**Date:**

**Position:.**

**Status of Issue Paper (when closed state the closure date):**

**Recommendation for implementation:**

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