

Review of Regulatory framework with relation to the L/HIRF Assurance Plan

IMRBPB Action Item 2024-04

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Introduction

→ During IAM'24 the following action item has been opened:

→ **Action Item 2024-04**

“With reference to the [L/HIRF](#) Assurance Plan (or equivalent validation program), each NAA to look into its own guidance materials and available SAE standards, to identify any regulatory requirement to have an assurance plan, and to clarify who in each NAA is the process owner for the control/follow-up of it.”

Note: as amended during IIM'24

→ 6 NAAs provided a feedback.

Introduction

→ Action Item 2024-04

“With reference to the L/HIRF Assurance Plan (or equivalent validation program), each NAA to look into its own guidance materials and available SAE standards, to identify any regulatory requirement to have an assurance plan, and to clarify who in each NAA is the process owner for the control/follow-up of it.”

- A. Identification of NAA guidance material
- B. Identification of available SAE standard used as reference
- C. Identification of any regulatory requirement linked to the need to produce a L/HIRF assurance plan
- D. To clarify the NAA process owner for the control and follow-up

A. Identification of NAA guidance material

→ The following documents have been identified as the NAA guidance material:

→ Lightning:

→ FAA ACs 20-136B

→ EASA AMC 20-136A

→ HIRF

→ FAA ACs 20-158B

→ EASA AMC 20-158A

B. Identification of available SAE standard

→ The following documents have been referenced in the NAA guidance material:

→ Lightning:

→ SAE ARP 5415B

→ EUROCAE ED-158

→ HIRF

→ SAE ARP 5583A

→ EUROCAE ED-107A

C. Any NAA requirement to have an assurance plan

- The documents listed in A. always refer to a L/HIRF Assurance Plan using the modal verb '*should*'.
- the modal verb '*should*' is used when following the AC/AMC to indicate that an action is recommended but is not necessary to demonstrate compliance with the applicable regulating document.
- There is no regulatory binding requirement to have an assurance plan.

D. NAA process owner for control and follow-up

- “The protection assurance plan **should be prepared as part of the aircraft certification**, to validate compliance with the instructions for continued airworthiness and establish critical assumptions that are used in establishing the minimum scheduled maintenance for an aircraft.”
[FAA ACs]
- “A HIRF/lightning protection assurance programme **should be proposed in the certification plan** to identify all actions necessary to justify or to verify that the maintenance procedures are adequate.”
[EASA AMCs]

Thank you!

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