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MPIG L/HIRF WG
Status update
IMRBPB Meeting - China

Apr 2024

L/HIRF WG Members

✓ Regulators:

- CAAC;
- EASA;
- FAA;
- TCCA;

✓ Industry:

- Aerotechna;
- Airbus;
- Archer;
- Boeing;
- Embraer;
- FedEx;
- Gulfstream;
- Leonardo;
- Wisk;

L/HIRF WG Scope (since last IMRBPB meeting)

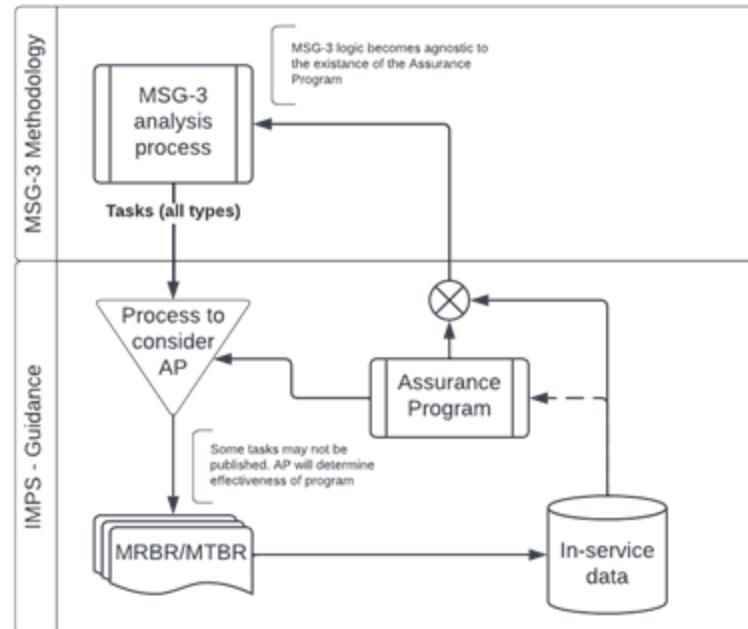
- ✓ **CIP EASA 2023-08 - Removal of not MSG-3 related Steps from the L/HIRF Protection Analysis Methodology and Logic Diagram**
 - MPIG L/HIRF WG was tasked to:
 - Support EASA on the rework of the CIP;
 - Include regulators for harmonization;
- ✓ *Background on CIP EASA 2023-08*
 - *L/HIRF WG activities resumed in 2022 to support two CIPs from EASA:*
 - *CIP EASA 2020-02 - L/HIRF Assurance Program in MSG-3*
 - *CIP EASA 2020-05 - Analysis of bonding devices in MSG-3*
 - *The MPIG L/HIRF provided comments and proposed changes to the CIPs prior to the 2023 IMRBPB;*
 - *2023 IMRBPB:*
 - *Both CIPs were not part of the CIP package;*
 - *CIP EASA 2023-08 was introduced instead (similar intent as CIP EASA 2020-02);*
 - *L/HIRF WG provided feedback to 2023-08 during the IMRBPB;*



L/HIRF WG Activities

✓ 2023 Activities (after IMRBPB)

- Industry discussed the outcome of the IMRBPB and agreed to a way forward;
- Based on regulator's preference to remove the Assurance Program (AP) from MSG-3, the industry members agreed to make MSG-3 agnostic to the Assurance Program, so long as guidance is provided in the IMPS



L/HIRF WG Activities

✓ 2023 Activities (after IMRBPB)

- October: shared industry position with regulators part of the L/HIRF WG (EASA, FAA, TCCA, CAAC);
 - Outcome:
 - Create guidance to the IMPS ← Start here;
 - The group needed to work on the removal of the AP from the current flowchart and methodology guidance;
 - Concern raised about not publishing tasks that were the outcome of the MSG-3 analysis itself;
- November: Initial IMPS guidance shared with the whole group for discussion;
 - Comments and proposals received;

L/HIRF WG Activities

✓ 2024 Activities

- January-February: offline discussions (email) on IMPS guidance proposals;
 - Draft CIP prepared (IMPS guidance), awaiting agreement on the contents;

- February: meeting to discuss the IMPS proposals;
 - Outcome:
 - Discussion about the concerns raised before led the group to change gear towards keeping the AP within MSG-3;
 - Current issues are related to lack of clarity on current guidance;
 - Creating MSG-3 tasks that would not be published in the MRBR/MTBR is of concern;
 - Agreed path forward:
 - All regulators in the meeting (EASA, FAA, TCCA) supported to keep the AP in MSG-3 if clarifications are provided that would resolve the issues of misuse/misinterpretation of the methodology;

L/HIRF WG Activities

- March:
 - Boeing brought the historical background of the current methodology;
 - The group discussed via email the proposals;
 - A new CIP was proposed (March 10):
 - CIP IND 2024-XX - Clarification to the use of an L/HIRF Assurance Program in the MSG-3 methodology
 - Deadline to reach consensus (March 13) was too short. No consensus achieved;
 - Majority of industry members agreed with the CIP by March 20;
 - No feedback from regulators;

L/HIRF WG Activities

- April:
 - MPIG received the IMRBPB CIP package with reworded CIP EASA 2023-08 R1;
 - The CIP does not reflect the discussions that took place in the L/HIRF WG;
 - **The MPIG does not support the CIP as written based on the same feedback as provided to the original CIP: lack of guidance in the IMPS and removal of guidance from MSG-3 will worsen the harmonization of the use of the Assurance Program amongst OEMs;**
 - ✓ **MPIG Recommendation (Path forward):**
 - Continue the work at the L/HIRF WG with industry and the 4 participating regulators;
 - Achieve consensus within the L/HIRF WG;
 - Share draft CIP amongst each group (IMRBPB and MPIG);
 - Present as agreed CIP to the 2025 IMRBPB;
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