Interface between L/HIRF and Zonal MSG-3 analysis

L/HIRF analysis Step 11

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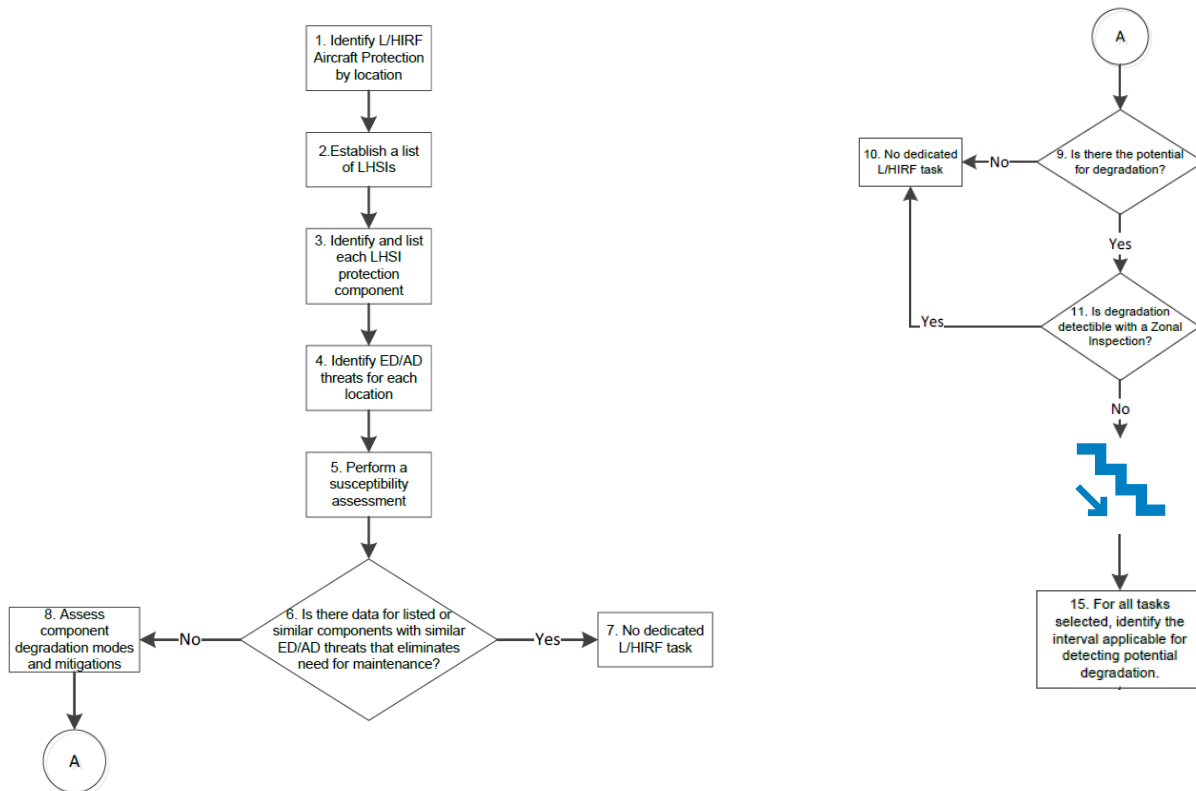
EASA Aircraft Maintenance & CAMO Section (FS.1.2)

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ATA MSG-3 Rev. 2022.1 – L/HIRF Maintenance

Figure 2-6-1.3 L/HIRF Protection MSG-3 Logic Diagram (part 1)

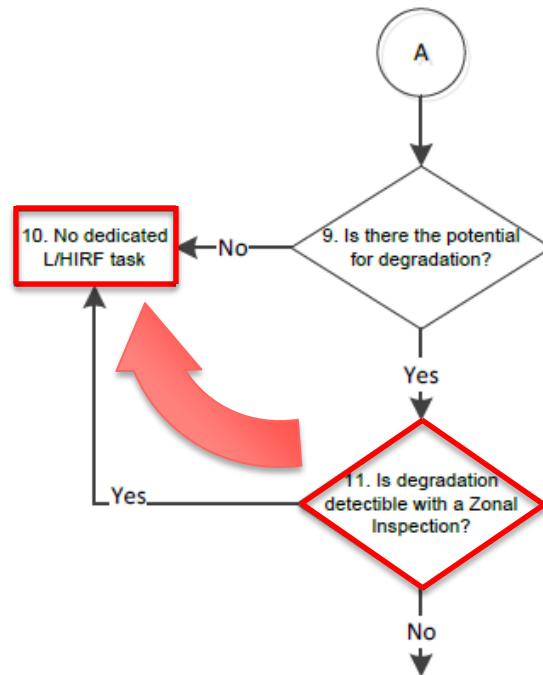# ATA MSG-3 Rev. 2022.1 – L/HIRF Maintenance

→ L/HIRF Protection Analysis Methodology and Logic Diagram

→ **Step 11**: Is degradation detectible with a Zonal Inspection?

"The L/HIRF WG will perform an assessment using access, visibility or other means to determine if degradation is detectible by a Zonal Inspection."
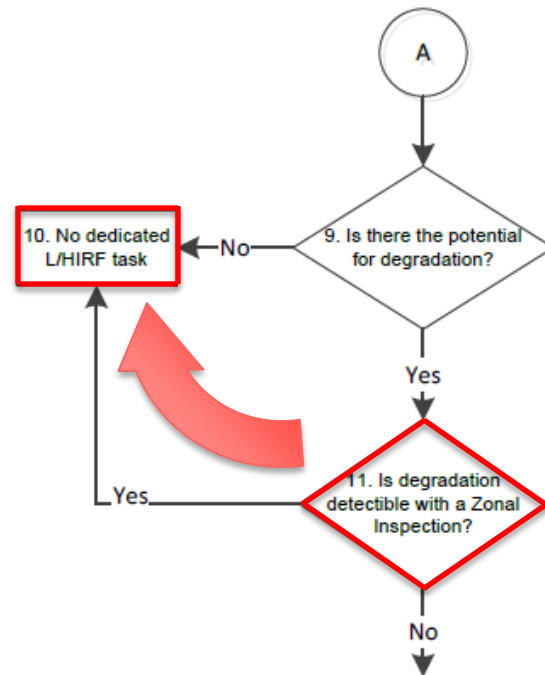
→ **Step 10**: No dedicated L/HIRF Task

" NOTE: All visible components, including L/HIRF protection components, are inspected as part of the Zonal inspections."

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→ L/HIRF Protection Analysis Methodology and Logic Diagram

  → Step 11 implies the identification of the "*degradation modes*" of the L/HIRF protection.

  → Step 10 represents an "*exit ramp*" from the MSG-3 logic, implying "*No Task Selected*".

    → At this point there is formally <u>no task</u> to transfer to the zonal program.

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→ L/HIRF Protection Analysis Methodology and Logic Diagram

→ Step 10 represents an "*exit ramp*" from the MSG-3 logic, implying "*No Task Selected*".

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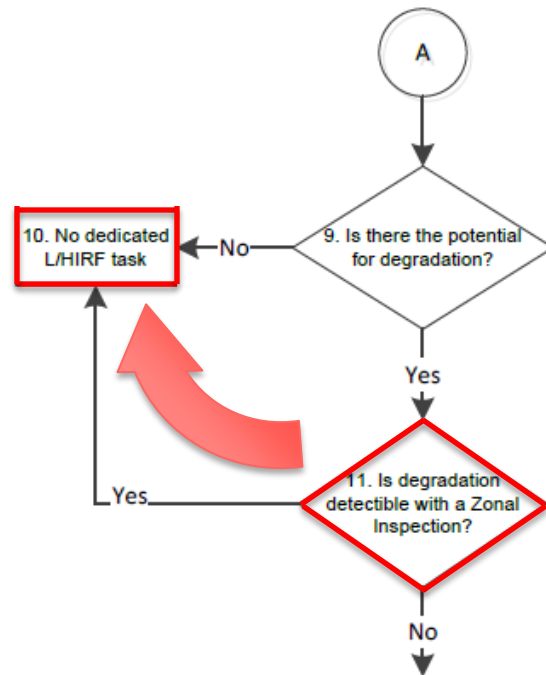

→ No reference to the <u>timely detection</u> of the degradation of the L/HIRF protection.

→ <u>Assumption</u> that the interval of the L/HIRF GVI, if ever identified, is ≤ than the interval of the zonal GVI.

Points for Discussion

→ Is Step 11 properly formulated?

    → Is there any need to identify the interval effective to detect the specific L/HIRF protection degradation mode?

→ Is Step 10 the correct analysis decision-box following a "Yes" answer to Step 11?

    → Why do not apply the LHSI "*zonal transfer candidate*" concept as done for MSI and SSI analysis?

Thank you!

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