

ATSRAC - 2001

Task 9

Harmonization Working Group

FAA PMI Workshop

Seattle

November 6, 2001

Presented by

Tony Harbottle

Airbus

Task 9 Harmonization Working Group

Working Group Co-Chairs

U.S. Airline Co-Chair

Randy M. Boren
Northwest Airlines

European Airline Co-Chair

Vacant *

* European Co-Chair, Martin Cheshire, Virgin Atlantic Airlines, withdrew after September 11, 2001.

Task 9 Harmonization Working Group

Membership

Les Blades	Goodrich (alternate for Rollin Brown)
Randy Boren	Northwest Airlines (US Co-Chair)
Rollin Brown	Goodrich
Armin Bruning	Lectromec
Alex Brytak	Bombardier
Martin Cheshire	Virgin Atlantic Airlines
Nick Drivas	AirTran Airlines
Henry Dyck	Transport Canada

Tony Harbottle	Airbus
Tony Heather	CAA / JAA
Tim Herndon	Delta Airlines
Stefan Heutmann	Lufthansa
Thomas Laxar	Austrian Airlines
Gil Palafox	Boeing
Roy Patzke	FAA
Fred Sobeck	FAA
Hank Zuberer	United Airlines

Task 9 Harmonization Working Group

Meeting Schedule

<u>Date</u>	<u>Location</u>	<u>Host</u>
May 22, 2001 (Planning Mtg)	Atlanta	Northwest
June 26-27, 2001	London	CAA / JAA
October 2-3, 2001 (Cancelled)	Burlington	Goodrich
November 13-14, 2001	Atlanta	Northwest
January 8-9, 2002	Toulouse	Airbus
April 9-10, 2002	Orlando	AirTran
June 18-19, 2002 (Optional if needed)	Frankfurt	Lufthansa

Task 9 Harmonization Working Group

Task Overview

Task 9, Enhance Maintenance Criteria For Systems

Assist the FAA in incorporating enhanced maintenance criteria recommendations developed from previous ATSRAC activities into rulemaking and guidance material that will apply to both new and older design aircraft.

Task 9 Harmonization Working Group

Task Overview

Task 9.1 Establish a Harmonization Working Group (HWG)
- Complete

Task 9.2 Coordination with Other ATSRAC HWGs
- On-going, facilitated by Mike Nancarrow

Task 9.3 Develop Guidance for Enhanced Maintenance Criteria
for Systems (based on Task 3 Report)
- In Progress; draft A.C. distributed for review

Task 9 Harmonization Working Group

Task Overview

- Task 9.4 Assist in Development of a Special Federal Aviation Regulation (SFAR) for Performance of the Enhanced Zonal Analysis Procedure (Make use of EZAP mandatory)
- Task 9.5 Recommend Wire System Instructions for Continued Airworthiness (FAR 25.1529, Appendix H)

Task 9 Harmonization Working Group

Work Plan

- Four meetings planned (two each in U.S. and Europe). Optional 5th meeting already scheduled if needed.
- Initial focus on Advisory Circular format and content.
- Assume ownership for Task 9 relevant Intrusive Inspection Report recommendations and provide responses to ATSRAC.
- Update ATSRAC at quarterly meetings.
- Final report to ATSRAC in July, 2002.

Task 9 Harmonization Working Group

Deliverables

T9WG will produce a report that complies with Sub-tasks 9.3, 9.4, and 9.5 respectively.

Report will include:

- 1) Suggested content and format for new rule requiring use of EZAP, and companion Advisory Circulars with guidance for compliance with the rule. These A.C.s will also address training of personnel in maintenance of wiring and wire systems. A dedicated A.C will provide guidance on assessing SEDLP devices
- 2) Suggested content and format for changes to FAR 25.1529, Appendix H, to include new requirements for Instructions for Continued Airworthiness concerning Standard Wire Practices, Wire Separation Guidelines, Special Wire Identification, Electrical Load Analysis, and EZAP.

Task 9 Harmonization Working Group

Issues since September 11, 2001

- Crisis management taking precedence over ATSRAC related activities, including ban on travel to WG meetings.
- General concensus of members is that a 6 month extension to the July 2002 deadline would provide an opportunity for the industry to stabilize and possibly renew support and commitment to ATSRAC activities.

Northwest Airlines

Prototype DC9 EZAP Project

Objectives

1. Conduct a prototype EZAP analysis on an existing fleet to provide proof of concept of EZAP logic and process.
2. Identify new tasks derived from the analysis.

Northwest Airlines

Prototype DC9 EZAP Project

First DC9 EZAP Meeting - July 17-19, 2001, Atlanta, GA

Participants

Northwest Airlines

Ken McCraley

Joe Gerbert

Lon Wojtowicz

Larry Stevick

James Barnett

David Perry

Richard Fizzaroti

Chuck Rasch

Boeing

Curt Curtis

FAA

Roy Patzke

Northwest Airlines

Prototype DC9 EZAP Project

Milestones Achieved

- Established common understanding of the EZAP logic.
- Reviewed Boeing and Airbus sample Zone Review Forms against EZAP logic.
- Agreed to utilize best concepts of each and develop into more user friendly format.
- Successfully analyzed 11 Zones: Horizontal stabilizer (simple) and wheel-wells (hostile environment, high density of installed equipment).

Northwest Airlines

Prototype DC9 EZAP Project

Key Conclusions

- EZAP works, provided clearly defined Zonal Inspection Program already exists.
- Based on hostility of environment and proximity to adjacent structure and components, it may be necessary to identify specific function of some wiring.
- Wire size may need to be considered in Wire Inspection Level determination.
- Direct access to aircraft zones being analyzed deemed critical to successful application of EZAP.

Northwest Airlines

Prototype DC9 EZAP Project

Work completed by NWA since first EZAP meeting

- Refined EZAP Q&A logic into a user friendly format (agreed to at first meeting)
- Completed an initial review of all zones using EZAP logic. Inspection levels, intervals, and significant wiring concerns identified in each zone. Results forwarded to committee members for review.
- Next meeting scheduled for November 15-16, 2001 in Atlanta, adjoining Task 9 HWG meeting on November 13-14.