

AGING TRANSPORT SYSTEMS RULEMAKING ADVISORY COMMITTEE (ATSRAC)

Task 9 Harmonization Working Group - Report to ATSRAC Committee

DATE: July 10, 2002. Shaded items indicate status changes since last update on 19APR2002.

Task 9 HWG Membership		<u>Co-Chairs:</u> <u>US Airline Co-Chair</u> Randy Boren, Northwest Airlines <u>European Airline Co-Chair</u> Vacant * * Martin Cheshire, Virgin Atlantic Airways, withdrew as European Co-Chair after September 11.	
<u>Name</u>	<u>Organization</u>	<u>Name</u>	<u>Organization</u>
Les Blades	Goodrich (Alternate)	Tony Heather	CAA/JAA
Rollin Brown	Goodrich	Tim Herdon	Delta Airlines
Armin Bruning	Lectromec	Stefan Heutmann	Lufthansa Technik
Alex Brytak	Bombardier	Thomas Laxar	Austrian Airlines
Martin Cheshire	Virgin Atlantic	Gil Palafox	Boeing
Nick Drivas	AirTran	Roy Patzke	FAA
Henry Dyck	Transport Canada	Fred Sobeck	FAA
Tony Harbottle	Airbus	Hank Zuberer	United

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<u>T9HWG Meeting Schedule</u>	<u># - Date</u>	<u>Location</u>	<u>Host</u>
	1. May 22, 2001 (Planning)	Atlanta, GA	Northwest
	2. June 26 – 27, 2001	London - Gatwick	CAA/JAA
	<i>October 2–3, 2001 - CANCELLED</i>	Burlington, VT	Goodrich
	3. November 13-14, 2001	Atlanta, GA	Northwest
	4. January 7 – 11, 2002	Toulouse, France	Airbus
	5. March 5 - 7, 2002	Atlanta, GA	Delta
	6. April 3 – 12, 2002	Orlando, FL	AirTran
	7. June 17 – 21, 2002	Frankfurt, Germany	Lufthansa

Task 9 Overview

Task 9 HWG has the responsibility to define general criteria for maintenance and inspection activities that maintenance programs should exhibit to address aging systems issues.

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<u>Sub-Tasks</u>	<u>Description</u>	<u>Estimated Completion</u>	<u>Status:</u>
Task 9.1	Establish a Harmonization Work Group	May 2001	Green - 100%
Task 9.2	Development Coordination with other ATSRAC HWG's	June 2001	Green - 100%
Task 9.3	Develop Guidance Material for Enhanced Maintenance Criteria for Systems	May 2002	Green - 100%
Task 9.4	Assist in Development of a SFAR for Performance of the Enhanced Zonal Analysis Procedure (EZAP)	April 2002	Green - 100%
Task 9.5	Recommend Wire System Instructions for Continued Airworthiness	June 2002	Green - 100%

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Sub-Task 9.1	Establish a Harmonization Working Group (HWG).
<p>Concept: To assist the FAA in formulating appropriate rulemaking and guidance pertaining to the enhancement of transport airplane maintenance program for systems, ATSRAC is tasked to identify and appoint an Enhanced Maintenance Practices (HWG).</p>	
<p><u>Work Plan - Task 9.1</u></p> <ol style="list-style-type: none">1. Solicit nominations for HWG Co-Chairs and members2. Select Co-Chairs and members based on qualifications.3. Schedule first meeting. <p><i>Status: Task 9.1 Complete.</i></p>	

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Sub-Task 9.2	Coordination with other ATSRAC HWGs
Concept: Develop a process for coordination between T9HWG and the HWGs addressing Tasks 6, 7, and 8.	
<p><u>Work Plan - Task 9.2</u></p> <p>Coordinate with other HWGs through Integration Team, facilitated by Mike Nancarrow.</p> <p><i>Status: Task 9.2 Complete.</i></p>	

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Sub-Task 9.3	Description: Develop Guidance for Enhanced Maintenance Criteria for Systems
<p>Concept: To assist the FAA in formulating appropriate guidance material for defining an acceptable maintenance program for systems.</p> <p>The recommended program must consider the previous recommendations from the ATSRAC Task 3 report, and recommendations from previously submitted ATSRAC reports with a focus on those provided by the Intrusive Inspection Report.</p>	
<p><u>Work Plan - Task 9.3:</u></p> <ol style="list-style-type: none">1. Determine quantity of AC/TGLs needed Based on number of Parts affected by proposed SFAR (Task 9.4). <i>Status: Complete. Only one AC from WG9 required; directed to Part 91, 121, 125, 129 Operators, and Part 145 Repair Stations.</i>2. Determine technical content for each AC/TGL. <i>Status: Complete.</i>3. Draft generic outline and format for AC/TGL using Enhanced Maintenance Criteria for Part 91, 121, 125, and 129 Operators as a prototype. <i>Status: Complete.</i>	

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5. Distribute draft for review / comments / changes.

Status: Complete. ATSRAC comments received 4/5/2002.

6. Finalize changes to format and content.

Status: Complete.

7. Compile all AC/TGL drafts / recommendations into T9HWG Final Report

Status: Complete.

Note: Based on several concurrent industry reviews of SEDLP devices now in progress, ATSRAC voted in Jan-2002 to extend the due date for SEDLP recommendations from T9HWG to 01DEC2002.

Deliverables: The T9HWG Final Report will contain draft Advisory Circulars/Technical Guidance Leaflets required to support compliance with each rule (Part) affected by the SFAR (Task 9.4). The ACs/TGLs will include use of EZAP to identify tasks necessary to address aging affects on wiring systems.

Roadblocks: None

Assistance Needed: None

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Sub-Task 9.4	Description: Assist in Development of a Special Federal Aviation Regulation for Performance of the Enhanced Zonal Analysis Procedure.
<p>Concept: To review pertinent recommendations of the ATSRAC Task 3 working group, particularly the Enhanced Zonal Analysis Procedure (EZAP), and recommend the proposed content of an SFAR to require the enhancement of existing maintenance and inspection programs based on the EZAP logic.</p> <p>The recommendation should identify scope (aircraft effectivity) and contain appropriate timelines for aircraft type design holders to complete their application for the EZAP logic for each aircraft.</p>	
<p><u>Work Plan - Task 9.4:</u></p> <ol style="list-style-type: none">1. Review SFAR concept, gain understanding of application to Task 9. <i>Status: Complete</i>2. Develop recommendation for SFAR scope; i.e., what aircraft types to be affected. <i>Status: Complete. T9HWG recommends SFAR will apply to turbine-powered transport category airplanes, provided the type certificate was issued after January 1, 1958, and the airplane has a maximum type certificated passenger capacity of 30 or more, or a maximum type certificated payload capacity of 7,500 pounds or more.</i>3. Identify FAR Parts to be affected by SFAR <i>Status: Complete. SFAR and related rules will affect Parts 21, 25, 91, 121, 125, 129, and 145.</i>	

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4. Draft language / concepts for SFAR using SFAR 88 as model.

Status: Complete.

5. Refine draft SFAR language

Status: Complete

6. Incorporate draft SFAR into T9HWG Final Report.

Status: Complete

Deliverables: The T9WG Final Report will contain recommended content and language for the proposed SFAR.

Roadblocks: None

Assistance Needed: None

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Sub-Task 9.5	Description: Recommend Wire System Instructions for Continued Airworthiness.
<p>Concept: To provide comment and recommendation for the inclusion of the following items in Appendix H to part 25.1529, Instructions for Continued Airworthiness: Standard wire practice data (HWG 7), wire separation design guidelines, special identification requirements (HWG 6), electrical load analysis and enhanced zonal analysis procedure.</p>	
<p><u>Work Plan - Task 9.5</u></p> <ol style="list-style-type: none">1. Review FAR 25.1529, Appendix H in detail to assess present status / shortcomings with regard to requirements for Type Certificate and Supplemental Type Certificate Holders to provide Instructions for Continued Airworthiness. <i>Status: Complete.</i>2. Obtain OEM/STC Holder comments / recommendations as to what specific changes are required. <i>Status: Complete.</i>3. Develop draft revision to FAR 25.1529, Appendix H with consideration of OEM/STC Holder comments / recommendations. <i>Status: Complete</i>	

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4. Finalize language for revision to Appendix H for inclusion in T9HWG Final Report

Status: **Complete**

Deliverables: The T9HWG Final Report will include recommended changes to FAR 25.1529, Appendix H, Instructions for Continued Airworthiness.

Roadblocks: None at this time.

Current T9HWG Issues

- **SEDLP devices**

T9HWG confirms that the current analysis method (MSG3, Revision 2001 and later) adequately addresses these devices.

Need further direction from ATSRAC as to what is expected from T9HWG.

- **EWIS for Aviation Training Schools**

T9HWG recommends inclusion of EWIS training in Part 147 aviation technician school curriculums. (Not included in draft NPRM dated 05July2002.)