Task 9 Harmonization Working Group - Report to ATSRAC Committee

DATE: April 18, 2002. Shaded items indicate status changes since last update on 14MAR2002.

Task 9 HWG Membership	Co-Chairs: US Airline Co-Chair Randy Boren, Northwest Airlines European Airline Co-Chair Vacant * * Martin Cheshire, Virgin Atlantic Airways, withdrew as European Co-Chair after September 11.

Name	Organization	Name	Organization
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

T9HWG Meeting Schedule	# - Date	Location	Host
	1. May 22, 2001 (Planning)	Atlanta, GA	Northwest
	2. June 26 – 27, 2001	London - Gatwick	CAA/JAA
	October 2–3, 2001 - CANCELLED	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
Future Meetings**:**	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.

Sub-Tasks	Description	Estimated Completion	Status:
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 - 85%
Task 9.4	Assist in Development of a SFAR for Performance of the Enhanced Zonal Analysis Procedure (EZAP)	April 2002	Green - 85%
Task 9.5	Recommend Wire System Instructions for Continued Airworthiness	June 2002	Green - 90%

Sub-Task 9.1	Establish a Harmonization Working Group (HWG).
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).	
Work Plan - Task 9.1 1. Solicit nominations for HWG Co-Chairs and members 2. Select Co-Chairs and members based on qualifications. 3. Schedule first meeting. ***Status: Task 9.1 Complete.***	

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.	
Work Plan - Task 9.2 Coordinate with other HWGs through Integration Team, facilitated by Mike Nancarrow. ***Status: Task 9.2 Complete.***	

Sub-Task 9.3	Description: Develop Guidance for Enhanced Maintenance Criteria for Systems

Concept: To assist the FAA in formulating appropriate guidance material for defining an acceptable maintenance program for systems.

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.

Work Plan - Task 9.3:

1. Determine quantity of AC/TGLs needed Based on number of Parts affected by proposed SFAR (Task 9.4).

   Status: ***Complete. Only one AC from WG9 required; directed to Part 91, 121, 125, 129 Operators, and Part 145 Repair Stations.***

2. Determine technical content for each AC/TGL.

   Status: Complete.

3. Draft generic outline and format for AC/TGL using Enhanced Maintenance Criteria for Part 91, 121, 125, and 129 Operators as a prototype.

   Status: Complete.

5. Distribute draft for review / comments / changes.

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

6. Finalize changes to format and content.

   Status: 85% complete. Integration of ATSRAC comments and new "EZAP for STC Holders" appendix remaining.

7. Utilizing final draft of prototype AC for Part 91, 121, 125, and 129 Operators, replicate process for additional AC/TGLs needed.

   Status: Not required. Item to be deleted from next report.

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

   Status: Open

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

Sub-Task 9.4	Description: Assist in Development of a Special Federal Aviation Regulation for Performance of the Enhanced Zonal Analysis Procedure.

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.

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.

Work Plan - Task 9.4:

1. Review SFAR concept, gain understanding of application to Task 9.

   Status: Complete

2. Develop recommendation for SFAR scope; i.e., what aircraft types to be affected.

   Status: Complete. T9HWG recomends 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.

3. Identify FAR Parts to be affected by SFAR

   Status: Complete. SFAR will affect Parts 25, 91, 121, 125, 129, and 145.

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

   Status: Complete.

5. Refine draft SFAR language

   Status: 85% complete. SFAR and draft rule text refined at Apr-2002 meeting in Orlando. Needs little more work on Preamble section.

6. Incorporate draft SFAR into T9HWG Final Report.

   Status: Open

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

Roadblocks: None

Assistance Needed: None

Sub-Task 9.5	Description: Recommend Wire System Instructions for Continued Airworthiness.

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.

Work Plan - Task 9.5

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.

   Status: Complete.

2. Obtain OEM/STC Holder comments / recommendations as to what specific changes are required.

   Status: Complete.

3. Develop draft revision to FAR 25.1529, Appendix H with consideration of OEM/STC Holder comments / recommendations.

   Status: 90% complete. Rule language specific to Task 9 has been drafted. Need input from Task 7 on ESWPM

4. Finalize language for revision to Appendix H for inclusion in T9HWG Final Report ***Status: Open***
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

- T9HWG meeting April 3-12 brought 14 members back to the table. Good success in finalizing SFAR and related rule language with proposed implementation timeline.

- ATSRAC member comments on draft EZAP A.C. were generally constructive and most suggestions will be incorporated into the A.C. Updated draft of A.C. with comments integrated will be routed to ATSRAC for review 5/31/2002.

EZAP for STC Holders

- T9HWG has determined that STC Holders may be unable to fully comply with current EZAP logic due to aircraft configuration differences that exist across different operators of the same aircraft model.

- A streamlined EZAP for STC Holders has been developed that assesses STC impact to a zone, and assigns EZAP responsibility to the Operator if the STC Holder cannot assume a common zone configuration on which to base EZAP tasking.

- EZAP for STC Holders is not expected to affect the draft language for the SFAR or other related rules, but it will require integration into the EZAP A.C. Updated A.C. to be routed to ATSRAC for review by 5/31/2002.