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Handbook 4 x

STATUS OF TASK 3 SUBCOMMITTEE ACTIVITIES

ATSRAC MEETING

Miami, Florida

January 17th 2001

9th January 2001

T J Harbottle, Task 3 subcommittee chairman

Status of Task 3 subcommittee activities

January 17th 2001

- Task 3 sub-committee meeting schedule:
 - 1st meeting: Washington Nov 16th-17th 1999
 - 2nd meeting: Atlanta Feb 8th-9th 2000
 - 3rd meeting: London Gatwick Mar 21st-22nd
 - 4th meeting: Toronto Jun 20th-21st
 - 5th meeting: Seattle Sep 12th-14th
 - 6th meeting: Toulouse Nov 28th-30th
 - *No further meetings are scheduled*

- ATA MSG-3 WG meeting schedule
 - 1st meeting: Montreal Sep 1st-2nd 1999
 - 2nd meeting: Washington Mar 14th-15th 2000
 - 3rd meeting: St Louis Jun 6th-7th
 - 4th meeting: Seattle Aug 22nd-23rd
 - 5th meeting: Houston Oct 31st-Nov 1st
 - 6th meeting: Ft Lauderdale Feb 20th-22nd 2001

9th January 2001 T J Harbottle, Task 3 subcommittee chairman

Status of Task 3 subcommittee activities

January 17th 2001

Summary

Task 3.1

Development of logic to enhance existing maintenance programs:

- logic diagram and text: completed
- trial application: performed on five zones

Development of logic for inclusion in MSG-3 guidelines

- logic diagram and text: completed
- present to ATA : presented Oct 31st, modifications agreed, rev 2001 finalized and sent to FAA in Nov. To be reviewed in IMRBPPB in Feb 01. Publication targeted for 2nd qtr 01

(see Report Chapter 6)

Status of Task 3 subcommittee activities

January 17th 2001

Task 3.2

Summary (continued)

Clarify definition and expectations of a General Visual Inspection

Definition: completed

Expectations: completed

Task 3.3

(see Report Chapters 5 (definition) and 7 (expectations))

Development of recommendations to minimize contamination and accidental damage to wiring: completed.

(see Report Chapter 8)

9th January 2001 T J Harbottle, Task 3 subcommittee chairman

Status of Task 3 subcommittee activities

January 17th 2001

Summary (continued)

Task 3.4

Develop guidelines to ensure identification of appropriate Instructions for Continued Airworthiness of single element dual load path design features in flight controls:

completed

(see Report Chapter 10)

Awareness enhancement

The need for a 'Cultural Revolution' has been identified as an essential part of the follow-on activities if the recommendations from Task 3SC are to lead to improvements in the condition of the aircraft.

(see Report Chapter 9)

Status of Task 3 subcommittee activities

January 17th 2001

Summary (continued)

Task 3SC Recommendations and Conclusions

17 specific recommendations have been made. The owner(s) of these tasks are identified.

(see Report Chapter 12)

Status of Final Report

With the exception of Chapter 11 (consideration of intrusive inspection WG recommendations received in Dec 00), Task 3SC consider the Report complete. Some changes to Chapter 6 may result from that consideration.

Status of Task 3 subcommittee activities

January 17th 2001

Task 3.1

Details of the Enhanced Zonal Analysis Procedure were included in the Oct 00 presentation.

Comments from ATSRAC members have been addressed and changes have been incorporated as follows:

- new question added in EZAP logic to address ATSRAC concern that even in the absence of combustible material an arcing event could impact continuous airworthiness if adjacent systems are flight critical. (step 'i' on pages 23 and 27)
- enhanced guidelines on what materials should be considered as combustible are added on pages 25 & 26 (paragraphs 'b' and 'f')
- note added to state that enhanced logic shall always be used for flight compartment and avionics bays irrespective of potential for combustible material (last part of paragraph 'f' on page 26)

Status of Task 3 subcommittee activities

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Task 3.2

No significant changes have been made to the content of Chapters 5 and 7 since Oct 2000.

Task 3.3

Further to ATSRAC comment, Item 2 on page 45 now includes mention of drills equipped with vacuum aspiration.

Contamination by aggressive products included in Item 7

Cautions when using weak acid in lavatories added in Item 8

Task 3.4

No significant changes have been made to the content of Chapter 10 since Oct 2000.

Status of Task 3 subcommittee activities

January 17th 2001

Recommendations and Conclusions

- 12.1.1 MSG-3 guidelines to be updated
- 12.1.2 Documentation and Training material to reflect revised GV/DET definitions
- 12.2.1 Operators to have dedicated Zonal Inspection section in MX prog for each model
- 12.2.2 OEMs to apply EZAP, operators to add results to MX programs
- 12.2.3 STC holders to reflect EZAP in ICAs, operators to add results to MX programs
- 12.2.4 OEMs to issue MRB Report revisions or SBs for each model
- 12.3.1 Documentation and training material to detail expectations of a zonal inspection
- 12.4.1 Add protection and caution info to maintenance documentation
- 12.4.2 Update Standards that are followed when producing maintenance documentation

Status of Task 3 subcommittee activities

January 17th 2001

Recommendations and Conclusions

- 12.4.3 Launch research into long term effect of structural corrosion inhibitors on wiring
- 12.4.4 Launch industry study to identify criteria and limitations for pressure washing
- 12.4.5 Review instructions for carriage of livestock/hazmat for adequate spill clean-up
- 12.5.1 FAA to promote a video to support the 'Need for Cultural Revolution'
- 12.5.2 Industry senior management to be made to understand the need for change
- 12.6.1 MSG-3 guidelines to be updated to highlight need to consider SE-DLP features
- 12.6.2 OEMs to revisit SE-DLP flight control designs to establish appropriate ICAs.
- 12.7.1 FAA to determine if a generic CB aging issue exists that might justify new action

Status of Task 3 subcommittee activities

January 17th 2001

Intrusive Inspection WG recommendations

In their Nov meeting, Task 3SC reviewed those recommendations provided in draft Intrusive Inspection report issued in Oct.

One full day was spent determining appropriate responses. No significant changes were considered necessary to Task 3SC results. After the meeting, the development of corresponding text for inclusion in Task 3 report was interrupted by release of a new draft with directed recommendations.

These directed recommendations will be discussed by Task 3SC in February/March together with any actions resulting from comments raised at the ATSRAC meeting

Status of Task 3 subcommittee activities

January 17th 2001

- **Schedule**
- **Improve Maintenance Criteria (task 3.1)** Nov 99 to end Dec 00
 - Review and revise/create logic process(es) *Complete*
 - Submit proposed logic to ATA *Complete*
 - ATA revise MSG-3 guidelines *Complete (subject to Regulatory agreement)*
 - Prepare recommendations for in-service fleet *Complete*
- **Define improved inspection criteria (task 3.2)** Nov 99 to end Mar 01
 - Define GVI and clarify its intent *Complete*
 - Assess existing ATA, FAA, NTSB docs *Complete*
 - Assess fleet inspection lessons (non-intrusive) *Complete*
 - Assess fleet inspections (intrusive) *Jan 01 to Mar 01*
 - Assess service data (Task 2) *Complete*
 - Develop recommendations for Task 5 *Complete*

Status of Task 3 subcommittee activities

January 17th 2001

- **Schedule (continued)**

- **Bundle contamination (task 3.3)**

Nov 99 to Sep 00

- Develop improved practices
- Prepare guidance material

Complete
Complete

- **Corrosion criteria (task 3.4)**

Nov 99 to Sep 00

- Review existing criteria for dual load path designs
- Develop new criteria for maint of dual load path designs
- Prepare report

Complete
Complete
Complete

- **Prepare final report**

Apr 01

(note: bold text indicates changes at this revision)

Status of Task 3 subcommittee activities

January 17th 2001

- **Subcommittee members:**

- Tony Harbottle Airbus Industrie (Chairman)
- Frank Jaehn Airbus Industrie
- Norm Hennigs Boeing (to end of 2000)
- Gil Palafox Boeing (from Sep 00)
- Martin Knegt Fokker Services (representing AECMA)
- Fred Sobeck FAA
- George Sedlack FAA (to end of 2000)
- Henry Dyck Transport Canada
- Tony Heather CAA -UK (representing JAA)
- Ric Anderson ATA
- Tim Herndon Delta Air Lines
- Randy Boren Northwest Airlines
- Martin Cheshire Virgin Atlantic Airways
- Dave Allen SAE
- Armin Bruning Lectromec

9th January 2001

T J Harbottle, Task 3 subcommittee chairman