

# Enhanced Zonal Analysis

ATA's ASTF excluded engines, landing gear and fuel systems from inspection scope as being life-limited components or subject of another program

Initial review limited to seven airplane models with TCs issued before 1979 due to scope and schedule constraints (Jan 99)

Tasks 3-9 evaluations and recommendations do not exclude airplane components, zones, or models (i.e. airplane age or certification level are not relevant factors)

# Enhanced Zonal Analysis

HWG9 recommended development of an enhanced MSG-3 process using an enhanced zonal assessment program that includes all zones of the airplane

ATSRAC accepted the recommendations of HWG9

Boeing does not wish to alter the industry-accepted MSG-3 process by excluding zones with wiring installed

# Enhanced Zonal Analysis

## FAA AC 121-22A:

- ...the FAA has responded with a policy stating that the latest MSG analysis procedures must be used for the development of MRBR's for all new or derivative aircraft.

## ● ATA MSG-3, Revision 2003.1

Zonal Analysis Procedure...requires a summary review of each zone on the aircraft and normally occurs as the MSG-3 analyses of structures, systems, and powerplants are being concluded.