

HWG-13 ATSRAC Status Report

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Co-Chair



Task 1

- Review existing small transport airplane manufacturers' wiring inspection procedures

Task 1 Results

- 95% Complete
- Draft Reports were presented at the Working Group Meeting April 26th and 27th, 2004.
- Final Reports due to Working Group no later than May 15th, 2004

Task 1 Results

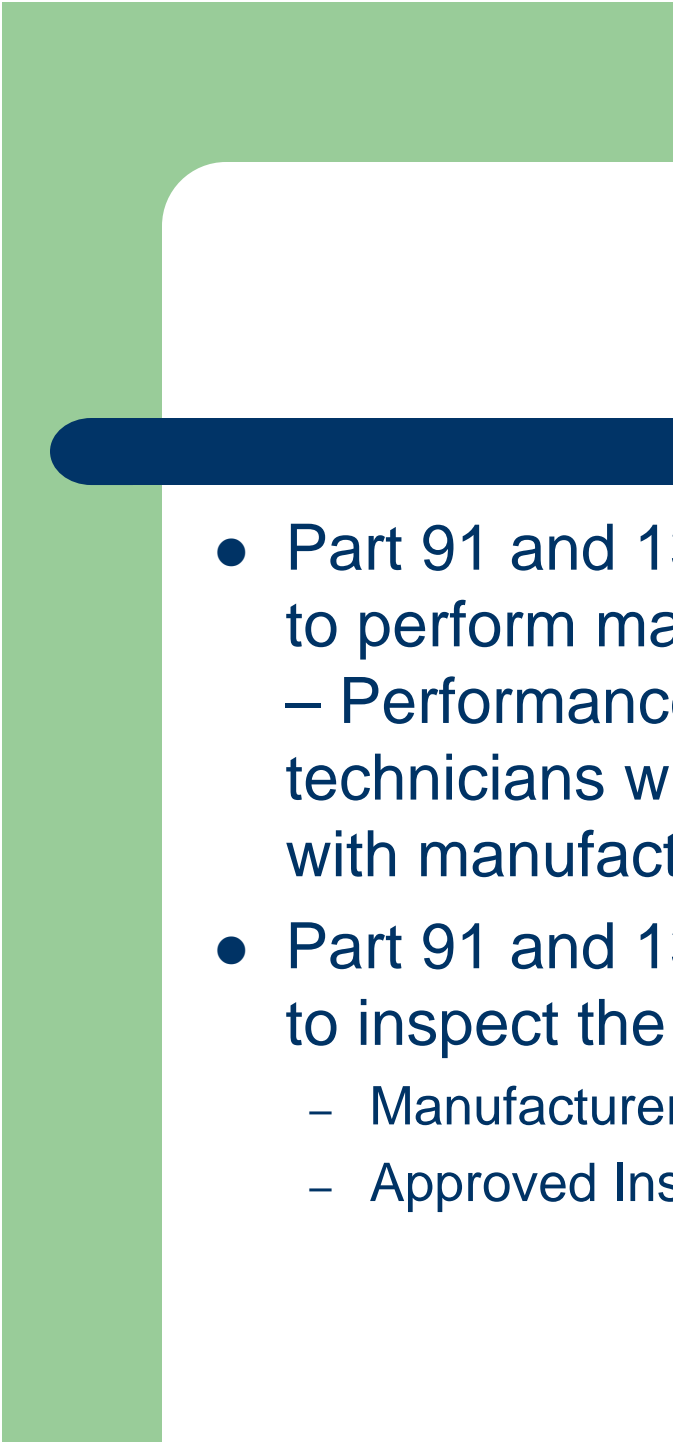

- Majority of the current OEM Instructions for Continued Airworthiness (ICA's) adequately address aircraft wiring inspection procedures
- Recommendations from the various OEM's include the following:
 - Incorporate EWIS Definitions as developed
 - Industry Training and Awareness Outreach Programs (to include Regulatory Agencies, Repair Facilities, Inspection Personnel, and Technicians)

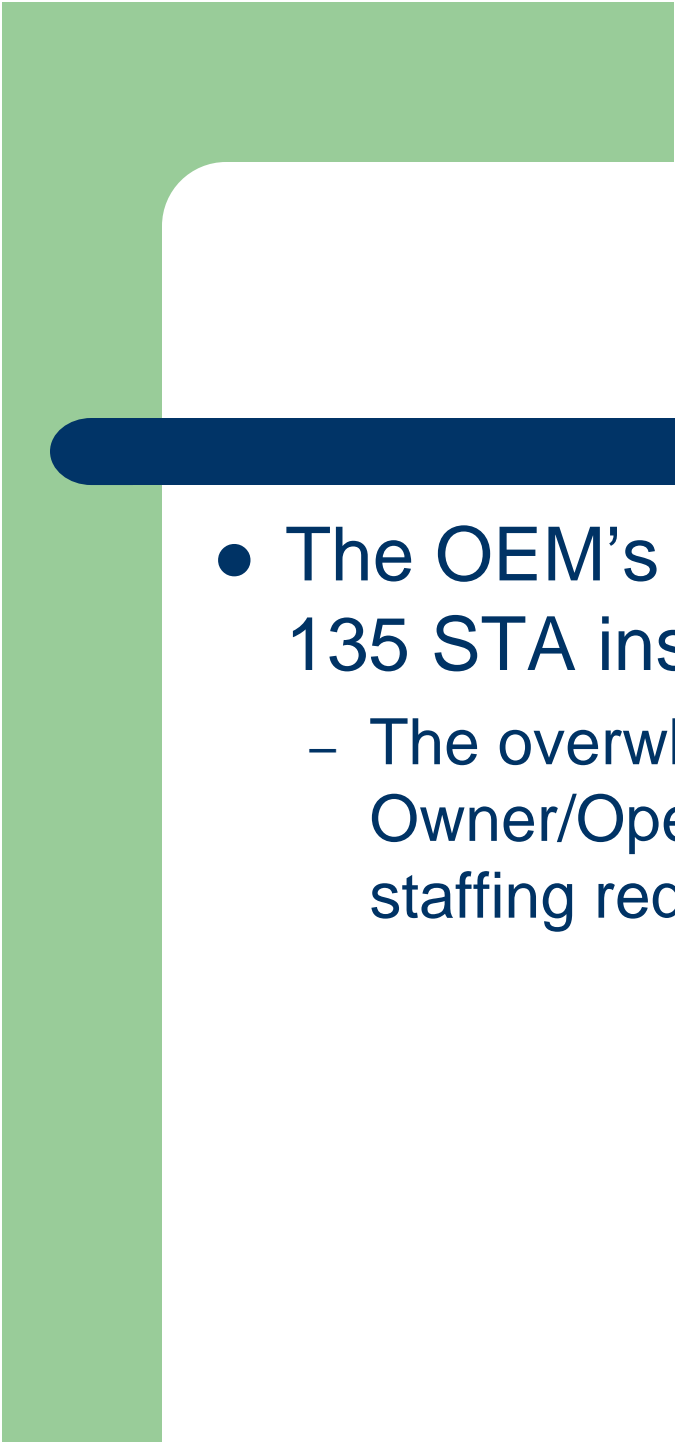

Task 2

- Identify and prepare, **as necessary**, criteria for upgrading and developing enhanced procedures for inspection, cleaning, reduction of combustible material, reduction of potential ignition sources, and maintenance of EWIS on small transport aircraft.

Task 2 Results

- Currently, the OEM's avenue for enhancement of their inspection/maintenance procedures is through their publication revision process (Chpt. 5, AMM, SPM's, etc).
 - The process is a continuous evolution dependent on Owner/Operator input, Safety System Analysis, MSG Analysis, Structural damage tolerance, internal MRB, reliability data, etc...

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- Part 91 and 135 operated STA are currently regulated to perform maintenance in accordance with FAR 43.13 – Performance Rules – which clearly state that the technicians will perform maintenance in accordance with manufacturer recommendations
 - Part 91 and 135 operated STA are currently regulated to inspect the aircraft in accordance with
 - Manufacturer Recommendations
 - Approved Inspection Programs

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- The OEM's have the ownership for Part 91 and 135 STA inspection programs
 - The overwhelming majority of Part 91 and 135 Owner/Operators do **not** have the engineering staffing required to change OEM recommendations

Task 3

- Develop and recommend compliance means to adopt criteria recommendations from Task 2 and incorporate the enhanced wiring inspection procedures in the operators maintenance programs.

Task 3 Issues

- Mechanisms are currently in place to enhance STA Part 91 and 135 maintenance programs, as necessary through the use of:
 - Current Revision Procedures (i.e. Chapter 5, AMM, SPM)
 - OEM Ownership of Inspection/Maintenance Programs
 - Current regulatory requirements

Proactive Positions

- Outreach Programs to Technicians to make them aware of wiring issues
- Outreach Program to Repair Facility Leadership to make them aware of wiring issues and the need for a “cultural” change in the industry
- The OEM’s have performed internal reviews to address issues from the results of HWG-10

HWG-13 Timeline – ATSRAC Final Report

OEM Draft Final Report to Working Group	APR 5, 2004	Complete
HWG-13 Working Group Meeting - Hampton, VA	APR 26 & 27, 2004	Complete
Review OEM Reports		Complete
Development of proposals to ATSRAC		In Progress
ATSRAC Meeting - Hampton, VA	APR 27 & 28, 2004	
OEM Final Report to HWG-13	May 15, 2004	
ATSRAC Meeting - Washington, D.C.	JUL 7 & 8, 2004	
HWG-13 Working Group Meeting - Washington, D.C.	JUL 8 & 9, 2004	
Agree on Final Report Format		
OEM Report on SPM vs. HWG-10 findings	AUG 5, 2004	
HWG-13 Telecom	SEP 21, 2004	
Draft Report to ATSRAC	OCT, 2004	
ATSRAC Meeting - Augusta, GA	OCT 20 & 21, 2004	
HWG-13 Working Group Meeting - Augusta, GA	OCT 21 & 22 2004	
Review of ATSRAC Comments		
Final Report to ATSRAC	DEC 15, 2004	
Presentation to ATSRAC	JAN 2005	



Questions

