



*Issue Paper (IP)*

**IP Number:** CIP EASA 2023-05

**Initial Date (DD/MM/YYYY):**

**Revision - Date (DD/MM/YYYY):**

**Effective Date (DD/MM/YYYY):**

**Retroactivity (Y/N):** Y

<b>Title:</b>	Wrong incorporation of IMRBPB IP 65 in the MSG-3
<b>Submitter:</b>	EASA

Applies To:	
MSG-3 Vol 1	X
MSG-3 Vol 2	X
IMPS	

**Issue:**

The IMRBPB IP 65 recommendation as approved has not been implemented correctly in MSG-3 Vol.1 and Vol.2

**Problem:**

The IMRBPB IP 65 (approved at IAM 2004) recommended the following for implementation:

## 2-5-1. Procedure

The following procedures may be used

- e. Identify zones that both contain electrical wiring and have potential for combustible material being present. For those zones, perform an enhanced zonal analysis that permits the identification of stand-alone inspection tasks that allow appropriate attention to be given to deterioration of installed wiring and electrical wiring interconnection system (EWIS), in particular for wiring in close proximity (i.e., within 2 inches or 50mm) to both primary and back-up hydraulic, mechanical, or electrical flight controls and tasks that minimize contamination by combustible materials if applicable and effective. Rating tables addressing the potential effects of fire caused by a wiring/EWIS failure on adjacent wiring and systems (e.g. the risk to aircraft controllability of a fire), the size of the zone and the density of installed equipment may be used to determine the

The following has been implemented instead:

policy. Rating tables addressing the potential effects of fire caused by a wiring/EWIS failure on adjacent wiring and systems (e.g., the risk to aircraft controllability), the size of the zone and the density of installed equipment may be used to determine the inspection level General Visual

It appears obvious that “the risk of aircraft controllability” has a wider range of interpretation compared to “the risk of aircraft controllability of a fire” that is instead pertinent to the EZAP context related to the development of EWIS requirements.



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**Recommendation (including Implementation):**

1. Amend MSG-3 Revision 2018.1, Volume 1 – Fixed Wing Aircraft, Para. 2-5-1.e. as follows:

**2-5-1. Procedure**

The following procedures may be used:

[...]

- e. Identify zones that both contain EWIS and have potential for combustible material being present. Any area and item within a zone needs to be considered including items removed for access (e.g. EWIS attached to cabin interior panels, combustible material being present on top of galleys, lavatories). For those zones, perform an enhanced zonal analysis that permits the identification of stand-alone inspection tasks that allow appropriate attention to be given to deterioration of installed EWIS, in particular for EWIS in close proximity (i.e., within 2 inches or 50 mm) to both primary and back-up hydraulic, mechanical, or electrical flight controls, and tasks that minimize contamination by combustible materials, if applicable and effective. Credit may be taken for cleaning during scheduled and/or unscheduled maintenance tasks following a "clean as you go" policy. Rating tables addressing the potential effects of fire caused by a wiring/EWIS failure on adjacent wiring and systems (e.g., the risk to aircraft controllability [of a fire](#)), the size of the zone and the density of installed equipment may be used to determine the inspection level. General Visual Inspections may be found effective for the complete zone. Detailed Inspections may be found applicable and effective for specific items in a zone. Interval determination may be accomplished using rating tables that consider accidental damage and environment.

2. Amend MSG-3 Revision 2018.1, Volume 2 – Rotorcraft, Para. 2-5-1.e) as follows:

**2-5-1. Procedure**

The following procedures may be used:

[...]

- e) Identify zones that both contain EWIS and have potential for combustible material being present. Any area and item within a zone needs to be considered including items removed for access (e.g. EWIS attached to cabin interior panels, combustible material being present on top of galleys, lavatories). For those zones, perform an enhanced zonal analysis that permits the identification of stand-alone inspection tasks that allow appropriate attention to be given to deterioration of installed EWIS, in particular for EWIS in close proximity (i.e., within 2 inches or 50 mm) to both primary and back-up hydraulic, mechanical, or electrical flight controls, and tasks that minimize contamination by combustible materials, if applicable and effective. Credit may be taken for cleaning during scheduled and/or unscheduled maintenance tasks following a "clean as you go" policy. Rating tables addressing the potential effects of fire caused by a wiring/EWIS failure on adjacent wiring



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and systems (e.g., the risk to aircraft controllability [of a fire](#)), the size of the zone and the density of installed equipment may be used to determine the inspection level. General Visual Inspections may be found effective for the complete zone. Detailed Inspections may be found applicable and effective for specific items in a zone. Interval determination may be accomplished using rating tables that consider accidental damage and environment.



## International MRB Policy Board

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<b>IMRBPB Position:</b>	
<b>Date:</b>	
<b>Position:</b>	
<b>Recommendation for Implementation:</b>	

<b>Status of the Issue Paper:</b>	<input type="checkbox"/>	Active
	<input type="checkbox"/>	Incorporated in MSG-3 / IMPS (with details)
	<input type="checkbox"/>	Archived