Federal Aviation Administration, DOT

§ 23.1308 High-intensity Radiated Fields (HIRF) Protection.

(a) Except as provided in paragraph (d) of this section, each electrical and electronic system that performs a function whose failure would prevent the continued safe flight and landing of the airplane must be designed and installed so that—

(1) The function is not adversely affected during and after the time the airplane is exposed to HIRF environment I, as described in appendix J to this part; and

(2) The system automatically recovers normal operation of that function in a timely manner after the airplane is exposed to HIRF environment I, as described in appendix J to this part, unless the system’s recovery conflicts with other operational or functional requirements of the system; and

(c) Each electrical and electronic system that performs a function whose failure would reduce the capability of the airplane or the ability of the flightcrew to respond to an adverse operating condition must be designed and installed so the system is not adversely affected during and after the time the airplane is exposed to HIRF environment II, as described in appendix J to this part.

(b) For airplanes approved for instrument flight rules operation, each electrical and electronic system that performs a function, for which failure would reduce the capability of the airplane or the ability of the flightcrew to respond to an adverse operating condition, must be designed and installed so that the function recovers normal operation in a timely manner after the airplane is exposed to lightning.

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