HIGH INTENSITY RADIATED FIELDS (HIRF) COURSE
Electromagnetic Effects Compliance for Aircraft
HIRF/Lightning Design, Test Methods, and Regulatory Compliance

October 20-23, 2015
8:00AM - 5:00PM (T, W, TR)
8:00AM - NOON (F)

National Center for Aviation Training
Student Center
4004 N. Webb Road
Wichita, KS 67226

Fee:
• $2,250 if registered before September 30, 2015
• $2,500 if registered after September 30, 2015
2.8 CEUs/28 PDHs

Contact: WSU Conference Office
Email: conference.office@wichita.edu
Phone: 978-6493
Register:
http://www.wichita.edu/conferences/hirf

About the course:
This comprehensive workshop will provide an awareness of all aspects HIRF and Lightning systems and aircraft testing in regard to compliance to the existing rules. In addition, with recent revisions to guidance material and FAA policy towards Fuel Tanks (25.981) and PED tolerance, it is critical that anyone working in this field be up to date on the developments.

Topics include:
• Background and Why HIRF is important?
• The FAA/European requirements to demonstrate compliance – FAA/EASA Harmonized HIRF and Lightning requirements
• Equipment Qualification
• Aircraft certification and testing
• Pitfalls and problems
• Design issues
• Discussion of 25.981 Rule Revision Status
• Discussion on PED tolerance Policy

With emphasis on practical measurement and design guidance, this workshop is particularly relevant to engineers and technicians involved in aircraft HIRF and Lightning Clearance. As part of the practical presentations, the class will be provided demonstrations concerning critical aspects of the HIRF/IEL testing.

Presenters:
Billy Martin (NIAR: EME Lab Director: Regarded as one of the technical experts on HIRF and Lightning in the United States), Dave Walen (FAA’s Chief Scientific and Technical Advisor for HIRF, EMC and Lightning), Jeff Phillips (NIAR) and Dr. Vignesh Rajamani (Oklahoma State University).

Coordinated by:
The workshop is coordinated by the Office of Continuing Education at Wichita State University. Technical and equipment support is provided by the National Institute for Aviation Research, Wichita State University.