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[Continued on next page]

(54) Title: WING FUEL TANK ACCESS DOOR

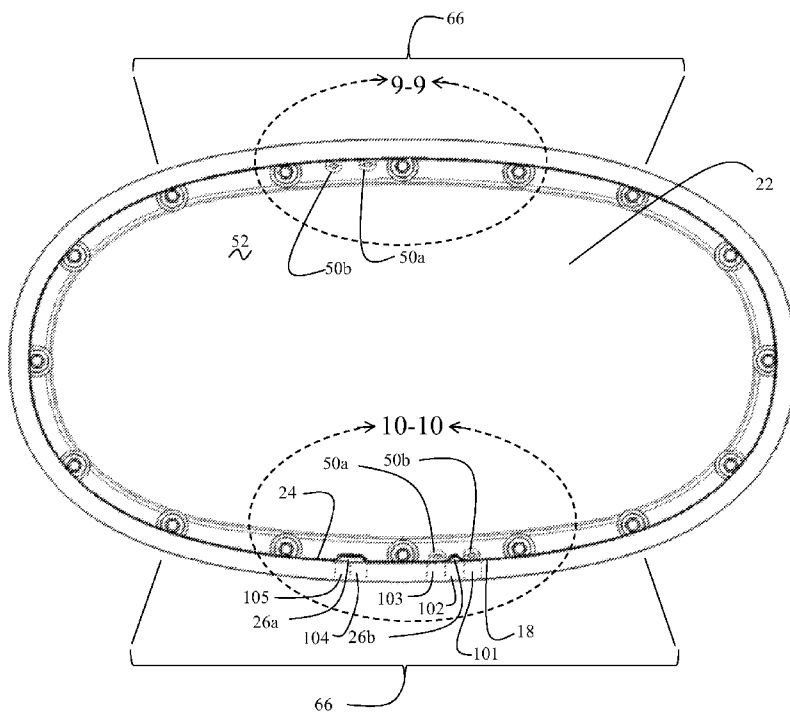


FIG. 8

(57) Abstract: An access door structure for a wing skin (14) is received in an access hole opening (18) and comprises a protective glove (24) having a set of bumps (26a, 26b) and engaging the periphery of the access hole opening. An inner door (22) seals an interior of the access hole opening and has multiple fastener attachment elements (38, 40) and a set of posts (50a, 50b) mating with the bumps. An outer door (20) engaged over an exterior of the access hole opening has fastener holes (28) for mating alignment with the fastener attachment elements (38, 40) and receives a plurality of fasteners (36) for engagement of the inner and outer doors.



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- *before the expiration of the time limit for amending the claims and to be republished in the event of receipt of amendments (Rule 48.2(h))*

WING FUEL TANK ACCESS DOOR

5

REFERENCE TO RELATED APPLICATIONS

This application is copending with application Serial No: 12/606,331 filed on 10-27-2009 entitled Composite Access Door having a common assignee with the present application.

10

BACKGROUND INFORMATION

Field

Embodiments of the disclosure relate generally to the field of mating systems for structural access doors and more particularly to a system for alignment and providing mistake resistance for fuel tank access doors with features for pressure distribution to avoid tank seal
15 breech.

Background

Structural access doors in large commercial aircraft are required to provide ingress and egress from various compartments such as wing fuel tanks for maintenance and inspection requirements. The doors are typically designed with fastener systems (with self-retained nuts)
20 and have minimal surface protrusion on the outer surface to provide aerodynamic smoothness for the door surface. In large aircraft a significant number of wing access doors are present, many with similar or identical size and planform. These wing access doors are designed to differing strengths depending on where on the wing the door is placed. For instance doors near the landing gear tires must withstand large pieces of rubber and debris that can collide with the door
25 after tire failure. Doors that are further way from the tires do not need to be as strong and so a lighter and, consequently, weaker door is made. To assure that certain doors are not installed at incorrect locations, some type of physical mistake resistance is required. This insures that the medium or light doors are not used in areas where heavier doors are required. In certain prior art systems radial blade and slot engagement of mistake resistance features has been employed.

30 Additionally, aircraft are susceptible to electrical discharges due to static or other natural phenomena, particularly with respect to wing fuel tank access doors, control or diversion of the energy from electrical discharges is required. In prior art aircraft having metallic structure, conductive paths provided by the structure itself typically rendered sufficient protection.

However, with greater reliance on composite structural materials which are generally less conductive than metals typically used in commercial aerospace, alternative design methods are required. One embodiment of a prior art door design for use in carbon fiber reinforced plastic (CFRP) structures employed a conductive clamp ring mounted against a conductive door surface to allow currents to flow across the door and wing surface. In advanced aircraft designs, use of CFRP for greater portions of the structural content of the aircraft is desired for further weight reduction. A change from metal to CFRP as the primary access door material and removing the clamp ring from the design is there for desirable. Not having a continuous conductive path between a door retention fastener to the door surface to the wing skin may lead to an electrical discharge. This may result in expanding gas in the volume between the inner/outer doors and the access hole wing skin cutout ("racetrack").

It is therefore desirable to provide access door interface designs for (CFRP) structures which provide the desired mistake resistance and avoid impeding any expanding gas in the racetrack thereby preventing redirection of the gas with possible seal breach into the fuel tank.

SUMMARY

Embodiments disclosed herein provide an access door structure for a wing skin having an access hole opening which incorporates a protective glove engaging the periphery of the access hole and having a set of mistake resisting features. An inner door seals an interior of the access hole opening and has multiple fastener attachment elements and a set of mating mistake resisting features. An outer door engaged over an exterior of the access hole opening has fastener holes for mating alignment with the fastener attachment elements and receives a plurality of fasteners for engagement of the inner and outer doors.

In one example, a composite fuel tank door assembly employs an outer access door received over an access hole in a wing skin. An inner access door has a channel housing fastener attachment elements. Multiple securing fasteners extend through the outer access door to be received in the fastener attachment elements in the inner access door to securely seal the access door assembly at a periphery of the access hole opening. At least one mistake resisting feature extends from a wall of the access hole opening into the channel. At least one mating mistake resisting feature extends from a surface of the inner access door into the channel for operative engagement of the at least one mistake resisting feature in a singular configuration. The mistake resisting feature and mating mistake resisting feature provide clearance in the channel for any gas or shockwave progression.

The features, functions, and advantages that have been discussed can be achieved independently in various embodiments of the present disclosure or may be combined in yet other embodiments further details of which can be seen with reference to the following description and drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a pictorial view of an aircraft showing an example under-wing access door location;

FIG. 2 is a bottom view of an access hole opening in the wing skin;

FIG. 3 is a bottom view of an outer access door as installed;

FIG. 4 is a bottom view of an inner access door with the outer access door omitted;

FIG. 5 is an upper pictorial view of an access hole opening with the protective glove installed on the periphery of the hole and outer access door in place with the inner access door omitted;

FIG. 6 is an upper pictorial view of the access door with the inner access door installed;

FIG. 7 is a section view of both an inner and outer access installed in an access hole opening.

FIG. 8 is a bottom view of an access hole opening with the outer access door removed and the inner access door in place;

FIG. 9 is a detailed view of a portion of the access door periphery in bubble 9-9 of FIG. 8;

FIG. 10 is a detailed view of a portion of the access door periphery in bubble 10-10 of FIG. 8;

FIG. 11 is a detailed pictorial view of the portion of the access door periphery designated by line 11-11 in FIG. 10;

FIG. 12 is a detailed section view along line 12-12 of FIG. 10;

FIG. 13 is a table showing mistake resisting glove and pin location for multiple door types;

FIG. 14 is the detailed view of FIG. 9 showing exemplary flow within the racetrack;

FIG. 15 is the detailed view of FIG. 10 showing exemplary flow within the racetrack;

and,

FIG. 16 is a flow chart of a method for providing mistake resisting features for access door assemblies.

DETAILED DESCRIPTION

Embodiments disclosed herein provide a structural access door configuration in which mistake-resisting features are provided to prevent an access door from being installed in non-designated locations. Shape and installation profiles of the mistake-resisting features within a channel forming the racetrack prevents expanding gases from being directed towards the seal between the fuel access door and wing fuel tank.

Referring to the drawings, FIG. 1 shows an aircraft 10 having a structural access door assembly 12 located in a bottom skin 14 of a wing 16. For the embodiment shown the aircraft structure and wing skin as well as the structural access door assembly are primarily fabricated from CFRP or other composite materials. The location shown may be one of multiple substantially identically shaped access doors in the wings of the aircraft. As shown in FIG. 2, the wing skin 14 incorporates an access hole 18 in which a protective glove 24 is installed. For the exemplary embodiment shown, the access door assembly 12 includes an outer door 20 shown installed in the access hole 18 in FIG. 3 and an inner door 22 shown installed in the access hole 18 with the outer door removed in FIG. 4. For tooling consistency in manufacturing it is desirable for multiple doors to have substantially identical elliptical dimensions with minimum hole size to accommodate the average airline mechanic. However to help prevent miss-installation of similarly sized doors in the wrong locations mistake resistance is required.

A protective glove 24 is installed around the periphery of access hole 18 as seen in FIG. 5. The glove 24 includes, as mistake resisting features, bumps 26a and 26b, the function of which will be described in greater detail subsequently. A spacer 32 (to be described in greater detail subsequently) surrounds the access hole 18. Outer door 20 incorporates multiple fastener holes 28 and in certain embodiments may employ a copper foil or other conductive sheathing. Inner door 22, shown in FIG. 6 includes a sealing flange 30 which is received over the spacer 32. As shown in the section view of FIG. 7, outer door 20 is received in a chamfer 34 in the wing skin 14. Fasteners 36 received through the fastener holes 28 in the outer door extend into mating contact with threaded inserts 38 installed in domes 40 formed in the inner door. Sealing flange 30, extending over the spacer 32 and wing skin 14 surrounding access hole 18, incorporates a fuel seal 42 for sealing the wing tank volume 44 with the assembled inner door 22 and outer door 20. The sealing flange 30 terminates in a wall 46 that creates a channel 48 with the periphery of access hole 18 having a width 58 to provide space for the fasteners 36.

FIG. 8 demonstrates an example of the mistake resistance employed in the present embodiments for installation of the door assembly 12 into the access hole 18. Installation fit is

provided by a combination of bumps (26a, 26b for the glove configuration shown) on the protective glove 24 and posts (50a, 50b for the door assembly shown) extending from an exterior surface 52 of the inner door 22. Inner door 22 is symmetrical about the longitudinal axis with two sets of posts 50a and 50b located on the door adjacent the curvature of protective glove 24 on the periphery of access hole 18 allowing proper placement of the door at either of two 180° orientations.

Details of the mistake resisting interface are shown in FIGs. 9 through 12. Bumps 26a and 26b extending from the protective glove 24 will only allow positioning of an inner door 22 having posts spaced and circumferentially located to be received around one or more of the bumps; in the instance shown, bump 26b received between posts 50a and 50b. As shown in FIG. 13, a matrix of bump and post positions 60 along a specifically defined length of the circumference of the glove and door creates assured interference between the posts and bumps except for the specific mating pairing. For the example shown, five positions 60 are defined with respect to door type 62. Position 1 is shown in FIG. 8 as element 101, position 2 as 102, position 3 as 103, position 4 as 104 and position 5 as 105. For a first door type, impact heavy, position 1 is occupied by a post on the inner door. Positions 2 – 4 are occupied by bumps on the glove. Position 5 is occupied by a post on the inner door. A second door type, impact, has position 1 occupied by a bump on the glove, position 2 by a post extending from the inner door, positions 3 and 4 occupied by a bump on the glove and position 5 by a post extending from the inner door. As seen from these first two door types, an “impact” door could not be inserted in a “impact heavy” access hole since the pin in position 2 of the impact door would interfere with the bumps on the glove extending over position two of the impact heavy access hole preventing installation. Similarly for each door type, at least one post (or in limited cases an installation fastener) from an alternate door type would impact a bump location inhibiting installation.

As shown in the matrix of FIG. 13, the five position definition with two posts extending from each inner door allows ten door types with assured mistake resistance. In a general case, the matrix incorporates positions for n door types with p positions and z posts and p-z bumps. Bump locations at adjacent positions may result in a “merged bump” extending over the multiple locations as opposed to individual bumps at each location. The door assembly embodiment shown in FIGs. 9-12 corresponds to a “Mid-Extra Heavy” door type with posts at positions 1 and 3, a single bump at position 2 intermediate the posts and a merged bump at positions 4 and 5.

As seen in FIGs. 9-12, posts 50a and 50b are elliptical in planform having a major axis perpendicular to the cross sectional area of the channel 48. For each post, a post body 54 expands

into a filleted base 56 providing stress and aerodynamic smoothness within the channel. For the embodiment shown, the geometric shape and positioning of the mistake resisting features are provided to specifically accommodate gas expansion in the channel due to electrical discharge or other environmental effects. The rounded geometries avoid deflection of the expanding gases towards the seal between the inner door and fuel tank skin. Additionally, sizing of the posts is less than the diameter of the fasteners 36 for the embodiments shown. Bumps 26a and 26b extend into the channel 48 to occlude less than 25% of a width 58 of the channel avoiding any impedance to gas expansion within the channel 48.

As shown in FIGs. 14 and 15, the minimal intrusion of the bumps into the channel and reduced profile of the posts prevents blockage in the channel which might divert expanding gases, shown notionally as arrows 68, 70 and 72, toward the seal 42 (seen in FIGs. 7 and 12). Additionally, placement of the mistake resisting positions on the larger radius portions 66 of the elliptical shape substantially centered on the minor axis (as shown in FIG. 8), reduces any flow turning resistance induced by the shape of the channel which might be exacerbated by the mistake resisting features.

The embodiments disclosed provide a method for mistake resistant installation of composite access door structures with minimal impedance of gas expansion in the racetrack as shown in FIG. 16 by providing an inner door received over an elliptical access hole opening, step 1602. An outer door is received on the access hole opening for attachment to the inner door with fasteners extending through a channel formed by a sealing flange on the inner door, step 1604. A periphery of the access hole opening is provided with a protective glove having mistake resisting features extending from the periphery of the hole, step 1606. Mating mistake resisting features extending from an outer surface of an inner door that engage the mistake resisting features on the protective glove, step 1608. The mistake resisting features and mating mistake resisting features are sized to occlude less than 25% of a cross sectional area of the channel, step 1610 and may be located in a portion of the periphery of the access hole opening having larger radius associated with a minor axis, step 1612.

Having now described various embodiments of the disclosure in detail as required by the patent statutes, those skilled in the art will recognize modifications and substitutions to the specific embodiments disclosed herein. Such modifications are within the scope and intent of the present disclosure as defined in the following claims.

WHAT IS CLAIMED IS:

1. An access door structure comprising:
 - a wing skin having an access hole opening;
 - a protective glove engaging the periphery of the access hole opening and having
 - 5 a set of mistake resisting features;
 - an inner door sealing an interior of the access hole opening and having a plurality of fastener attachment elements and a set of mating mistake resisting features;
 - and an outer door engaged over an exterior of the access hole opening having a plurality of fastener holes for mating alignment with the fastener attachment elements and
 - 10 receiving a plurality of fasteners for engagement of the inner and outer door.
2. The access door structure of claim 1 wherein the inner door includes a sealing flange extending over an interior surface of the wing skin adjacent the access hole opening, said flange terminating in a wall creating a channel with the protective glove, the fasteners extending through the channel.
- 15 3. The access door structure of claim 2 wherein the set of mistake resisting features comprises a plurality of bumps extending from the protective glove at designated locations and the set of mating mistake resisting features comprises a plurality of posts extending from the sealing flange of the inner door into the channel.
4. The access door structure of claim 3 wherein the plurality of bumps and plurality of posts occlude no more than 25% of a width of the channel.
- 20 5. The access door structure of claim 3 wherein the access hole opening is substantially elliptical and the plurality of bumps and plurality of posts are positioned on a portion of the access hole opening having a larger radius corresponding to the minor axis of said access hole opening.
- 25 6. The access door structure of claim 3 wherein the posts are elliptical in planform with a major axis perpendicular to a cross sectional area of the channel.
7. The access door structure of claim 2 further comprising a sealing spacer intermediate the wing skin and the access door sealing flange.
8. The access door structure of claim 7 wherein the sealing flange engages a fuel seal
- 30 against the sealing spacer for sealing a tank volume.
9. The access door structure of claim 3 wherein the bumps and posts are located by a matrix of a plurality of positions extending along a portion of the access hole opening, said matrix

defining interfering positions of posts and bumps for a distinct mating arrangement on each matched interior door and access hole opening.

10. The access door structure of claim 9 wherein the matrix incorporates positions for n door types with p positions and z posts and p-z bumps.

5 11. A composite fuel tank door assembly with mistake resistance comprising:

an outer access door received over an access hole opening in a wing skin;

an inner access door having a channel housing a plurality of fastener attachment elements;

10 a plurality of securing fasteners extending through said outer access door to be received in said fastener attachment elements to sealingly secure said outer access door and said inner access door at a periphery of said access hole opening;

at least one protective glove mistake resisting feature extending from a wall of said access hole opening into the channel;

15 and at least one mating mistake resisting feature extending from an outer surface of said inner access door into said channel for operative engagement of the at least one protective glove mistake resisting feature in a singular configuration, said mistake resisting feature and mating mistake resisting feature providing clearance in said channel for gas expansion and shockwave propagation.

20 12. The composite fuel tank door assembly as defined in claim 11 further comprising a protective glove engaging a periphery of the access hole opening and incorporating the at least one mistake resisting feature.

25 13. The composite fuel tank door assembly as defined in claim 12 wherein the inner door includes a sealing flange extending over an interior surface of the wing skin adjacent the access hole opening, said flange terminating in a wall creating a channel in combination with the protective glove, said fasteners extending through the channel.

14. The composite fuel tank door assembly as defined in claim 12 wherein the at least one mistake resisting feature comprises a plurality of bumps extending from the protective glove at designated locations and the set of mating mistake resisting features comprises a plurality of posts extending from the sealing flange of the inner door into the channel.

30 15. The composite fuel tank door assembly as defined in claim 14 wherein the plurality of bumps and plurality of posts occlude no more than 25% of a width of the channel.

16. The composite fuel tank door assembly as defined in claim 15 wherein the access hole opening is substantially elliptical and the plurality of bumps and plurality of posts are positioned

on a portion of the protective glove having a larger radius corresponding to the minor axis of the access hole opening.

17. The composite fuel tank door assembly as defined in claim 14 wherein the posts are elliptical in planform with a major axis perpendicular to a cross sectional area of the channel.

5 18. The composite fuel tank door assembly as defined in claim 13 further comprising a sealing spacer intermediate the wing skin and the sealing flange.

19. The composite fuel tank door assembly as defined in claim 18 wherein the sealing flange engages a fuel seal against the sealing spacer for sealing a tank volume.

20. A method for providing mistake resistance to an access door assembly comprising:
10 providing an inner door received over an elliptical access hole opening;
receiving an outer door on the access hole opening for attachment to the inner door with fasteners extending through a channel formed by a sealing flange on the inner door;
providing on a periphery of the access hole opening a protective glove having mistake resisting features extending from the periphery of the opening;
15 engaging mating mistake resisting features extending from an outer surface of an inner door with the mistake resisting features on the protective glove;
and sizing the mistake resisting features and mating mistake resisting features to occlude less than 25% of a cross sectional area of the channel.

21. The method as defined in claim 20 further comprising locating the mistake resisting
20 features and mating mistake resisting features in a portion of the periphery of the access hole opening having larger radius associated with a minor axis.

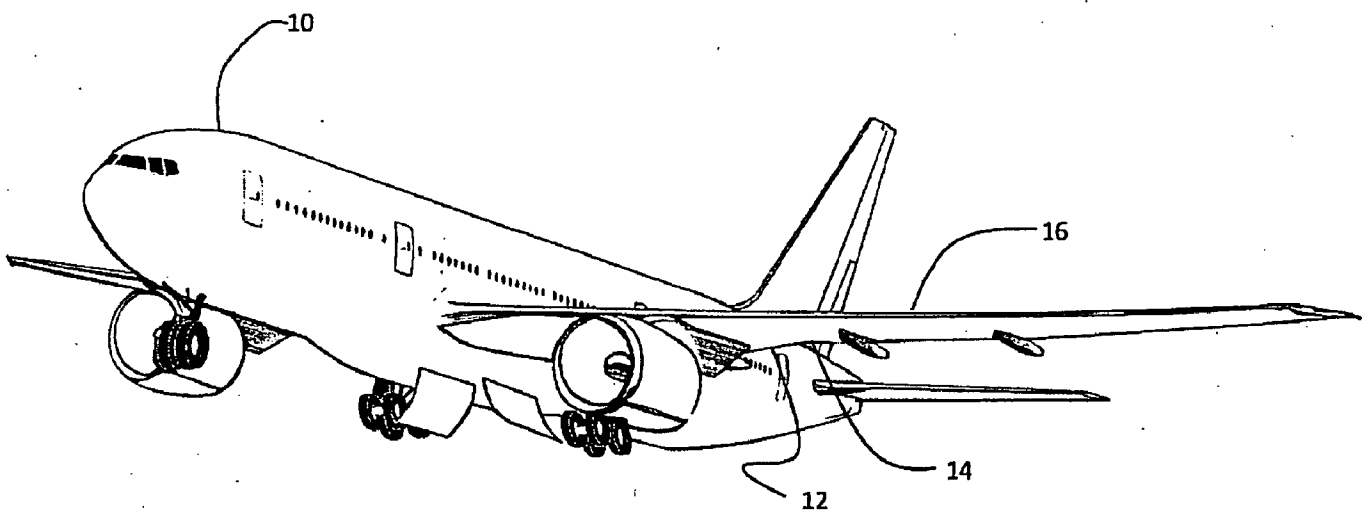


FIG. 1

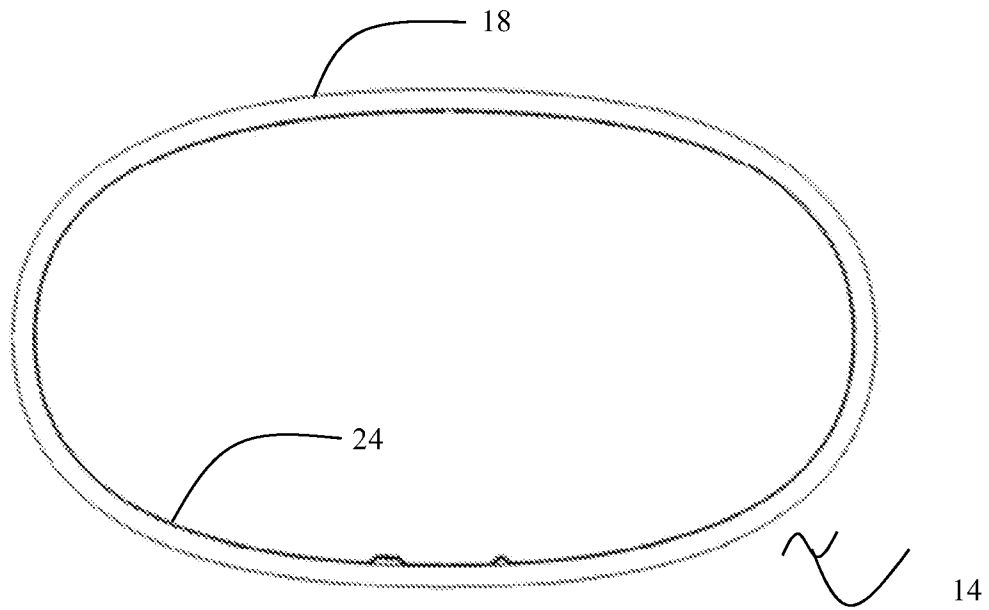


FIG. 2

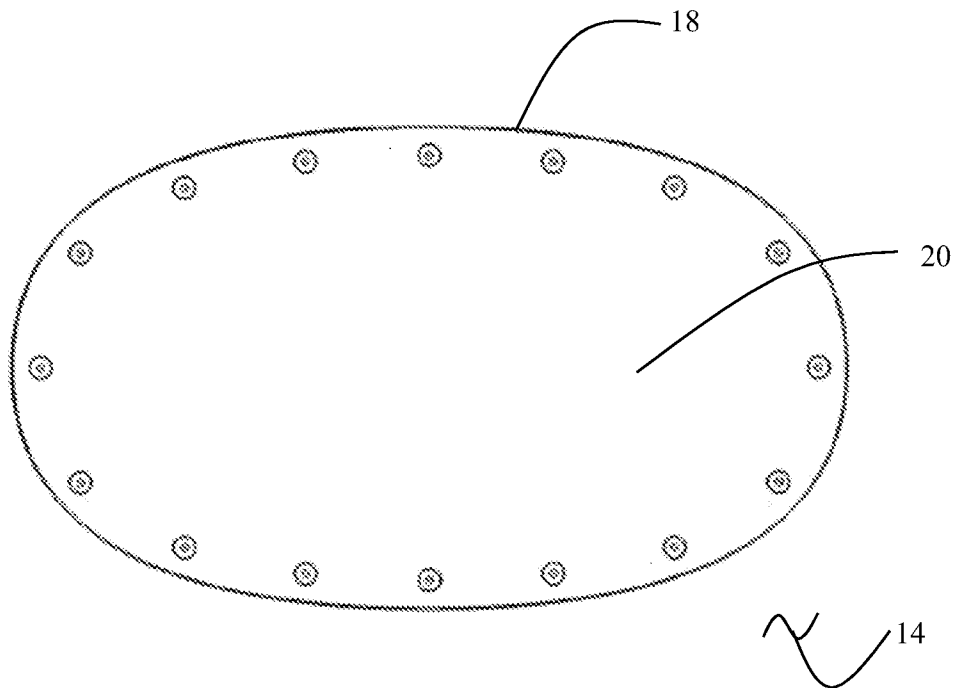


FIG. 3

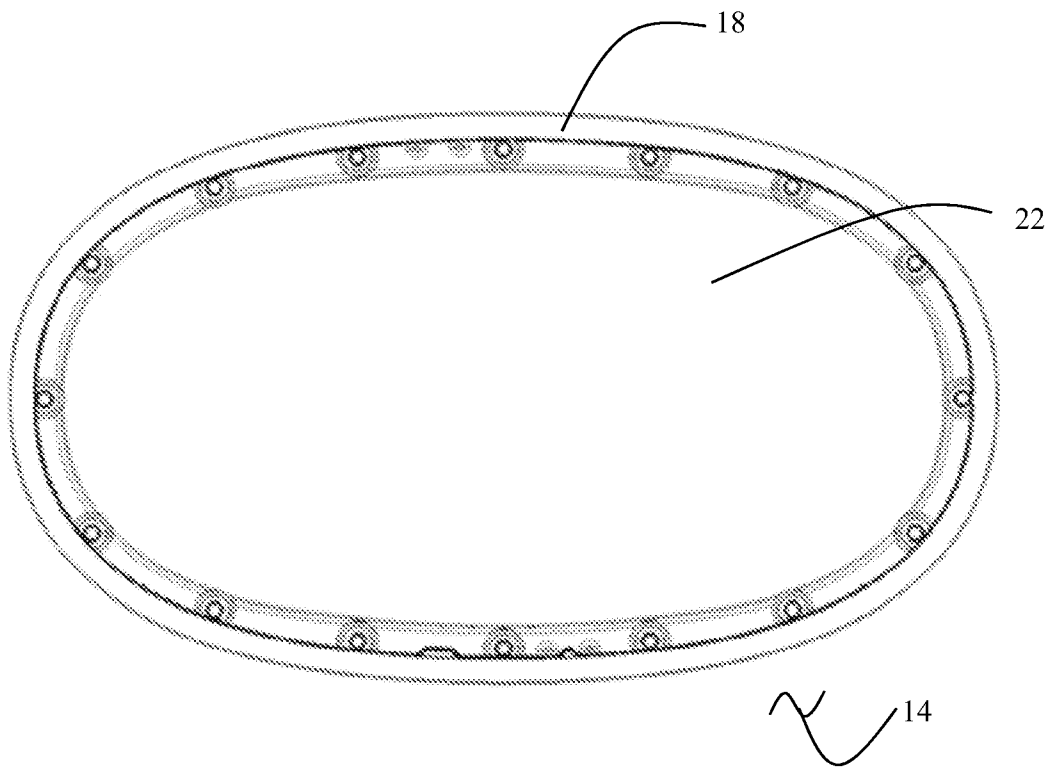


FIG. 4

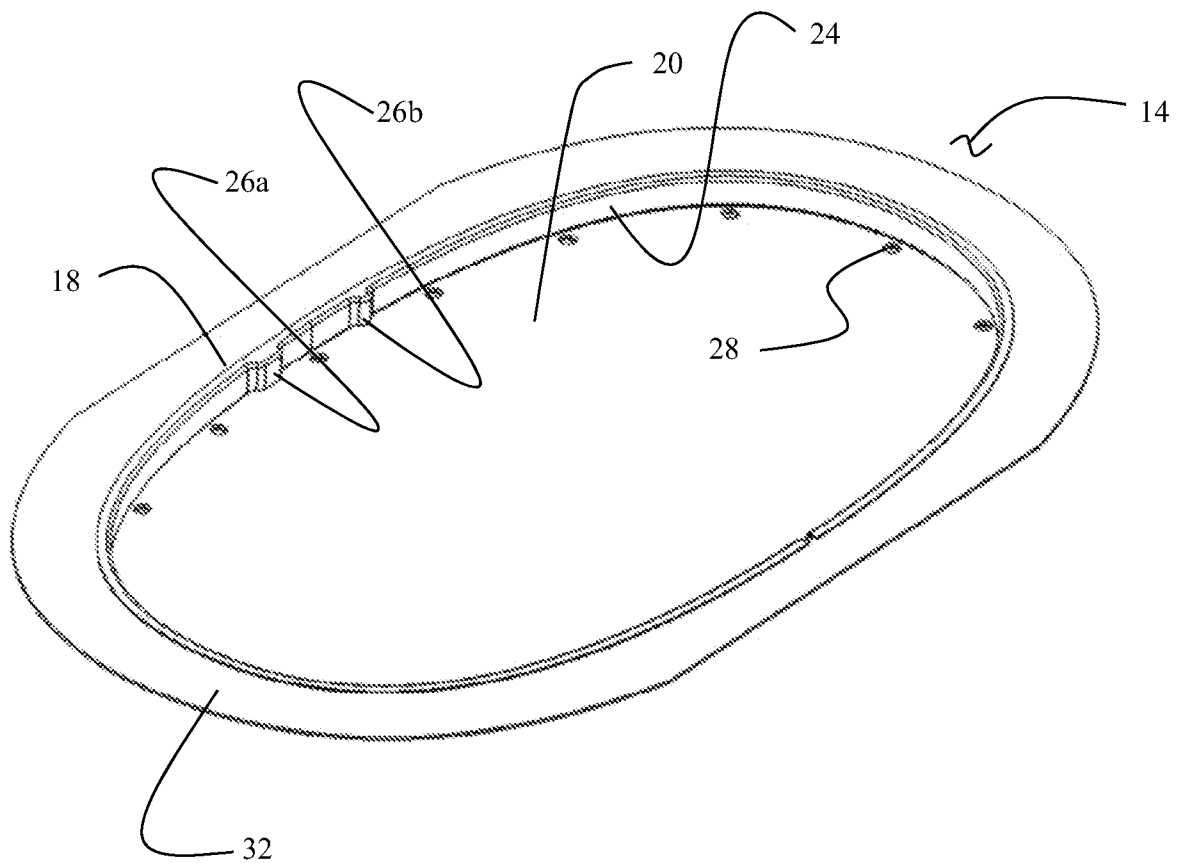


FIG. 5

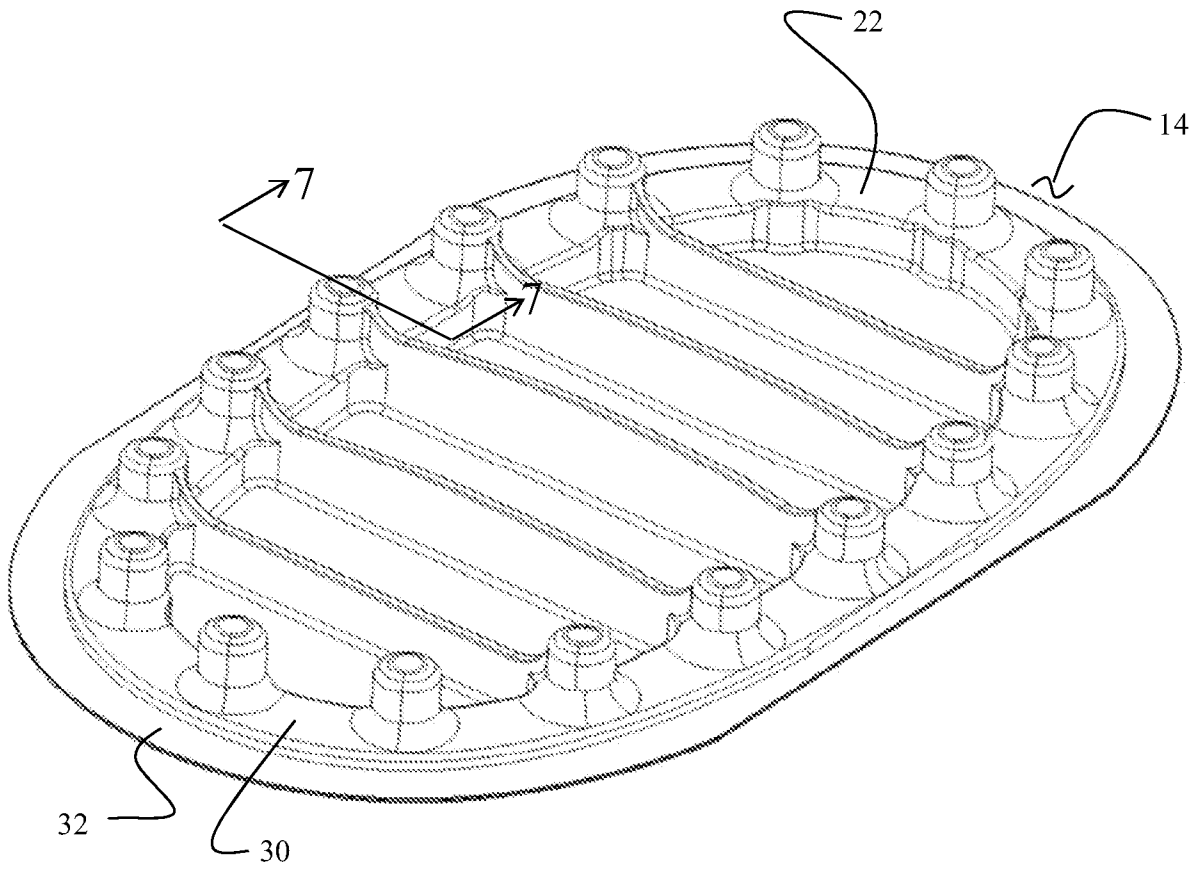


FIG. 6

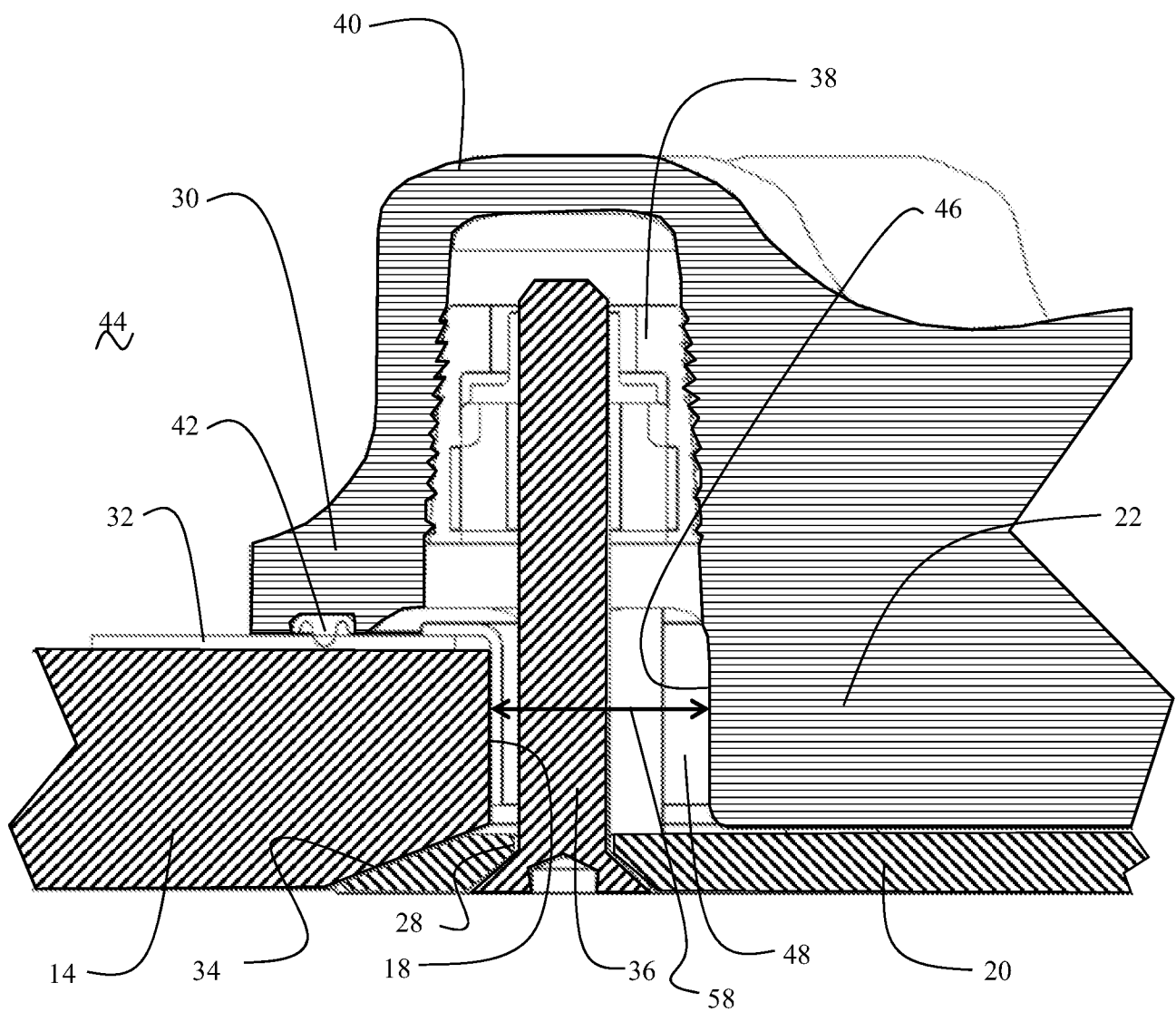


FIG. 7

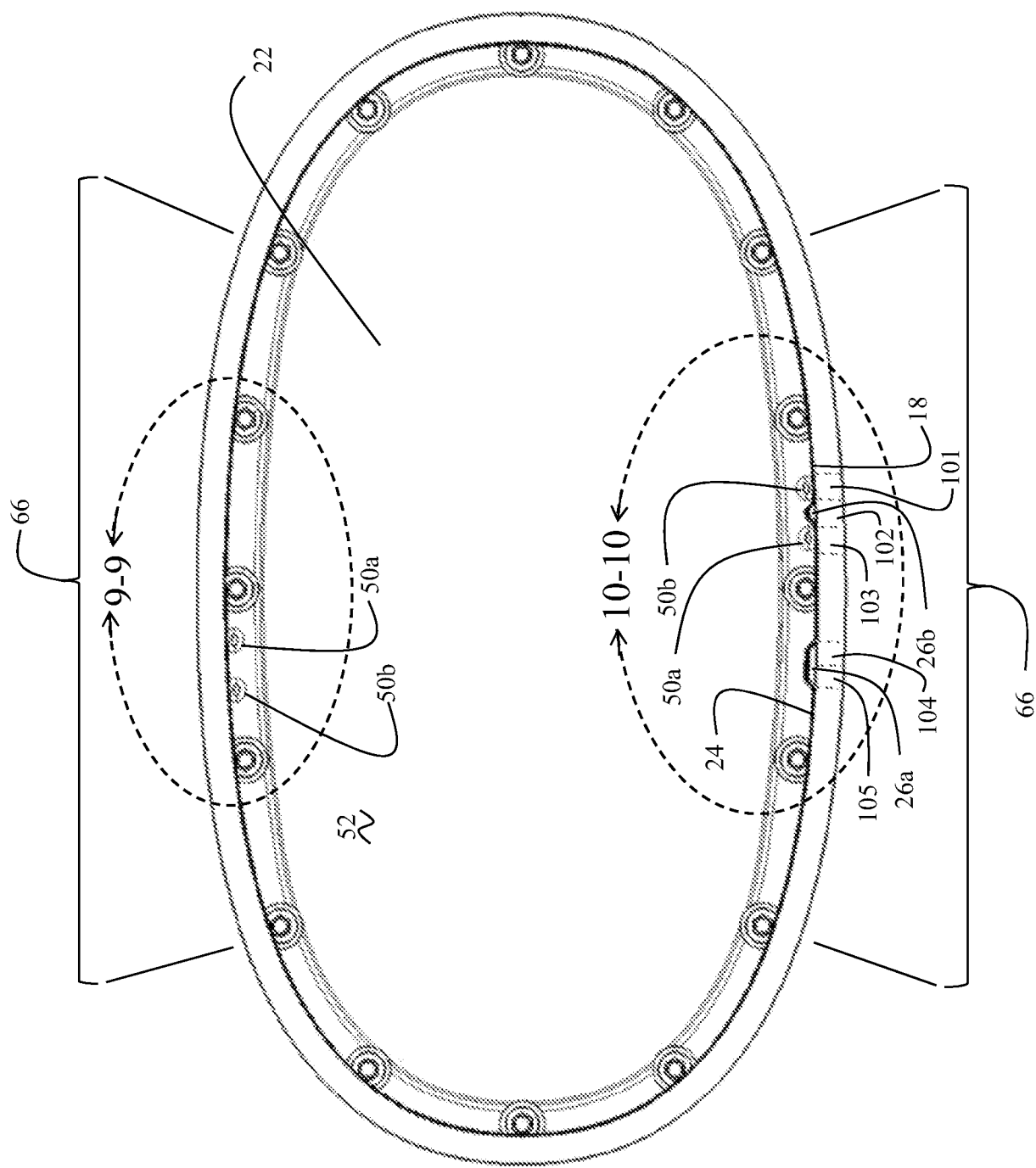


FIG. 8

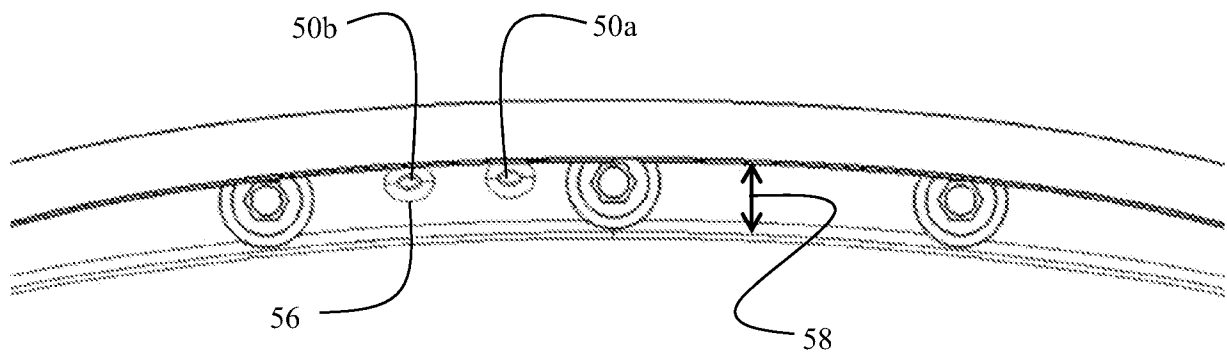


FIG. 9

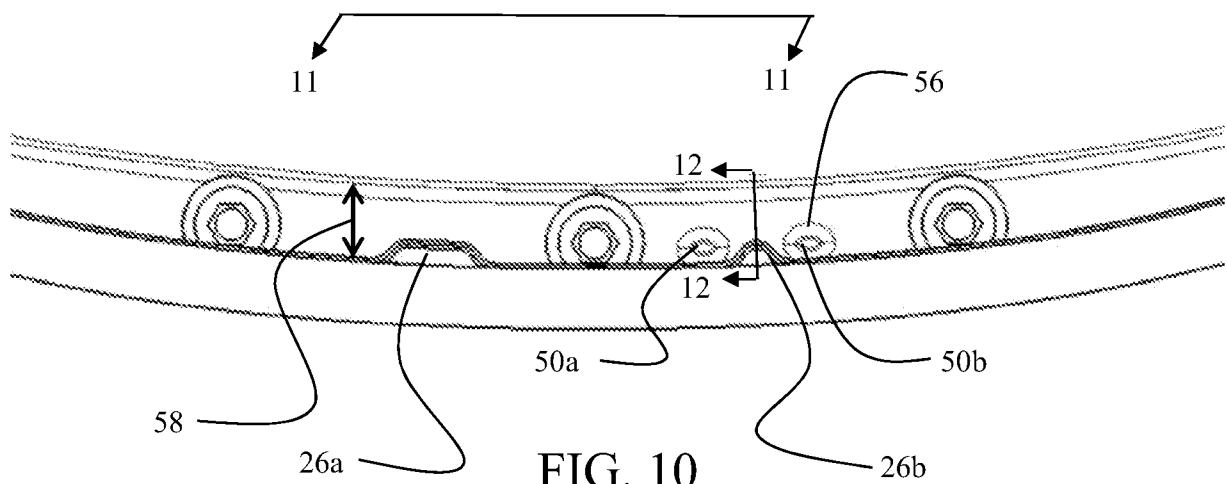


FIG. 10

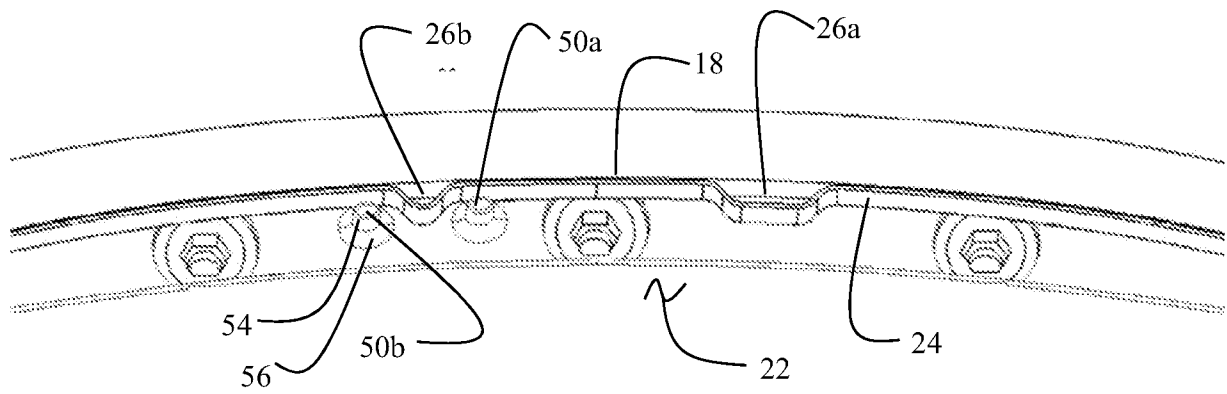


FIG. 11

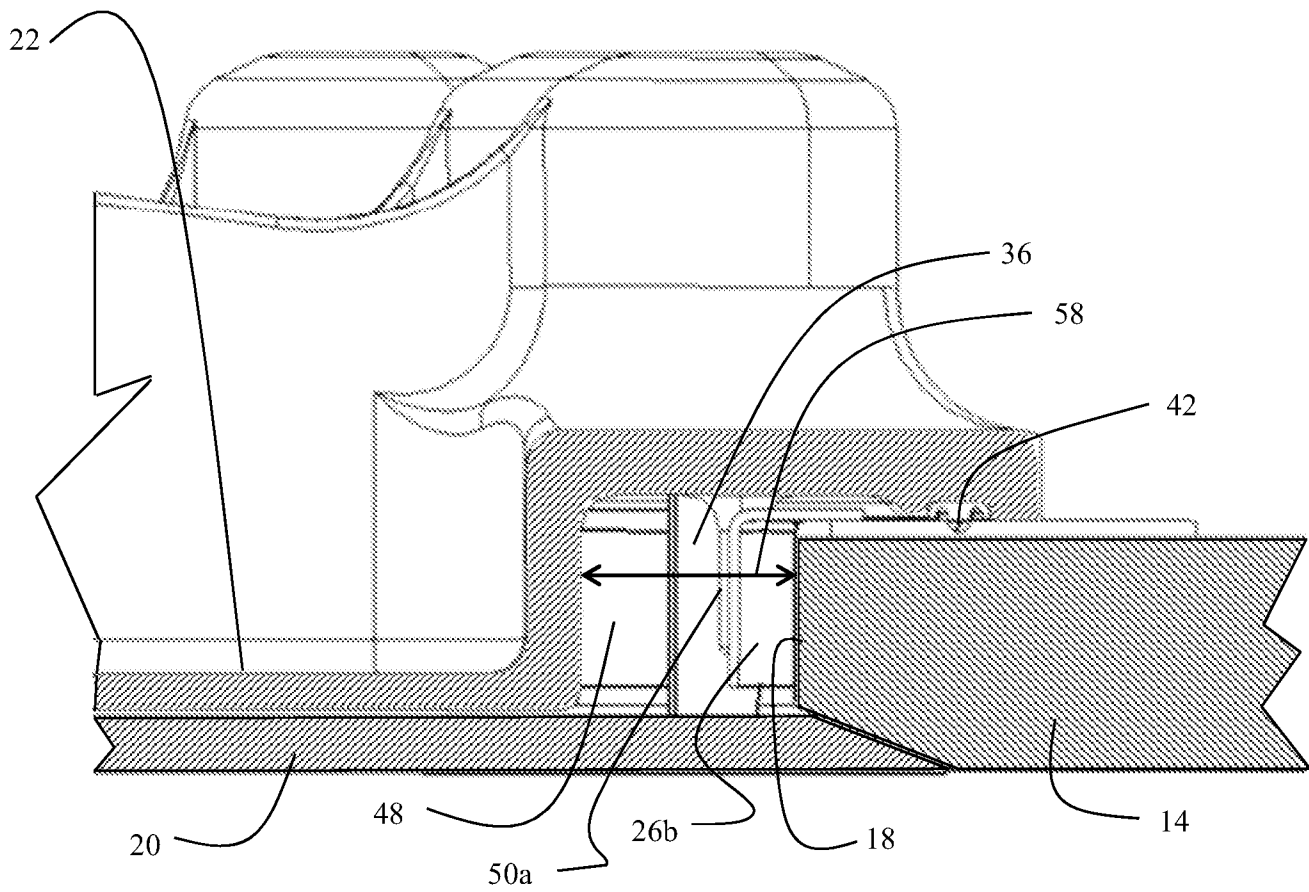


FIG. 12

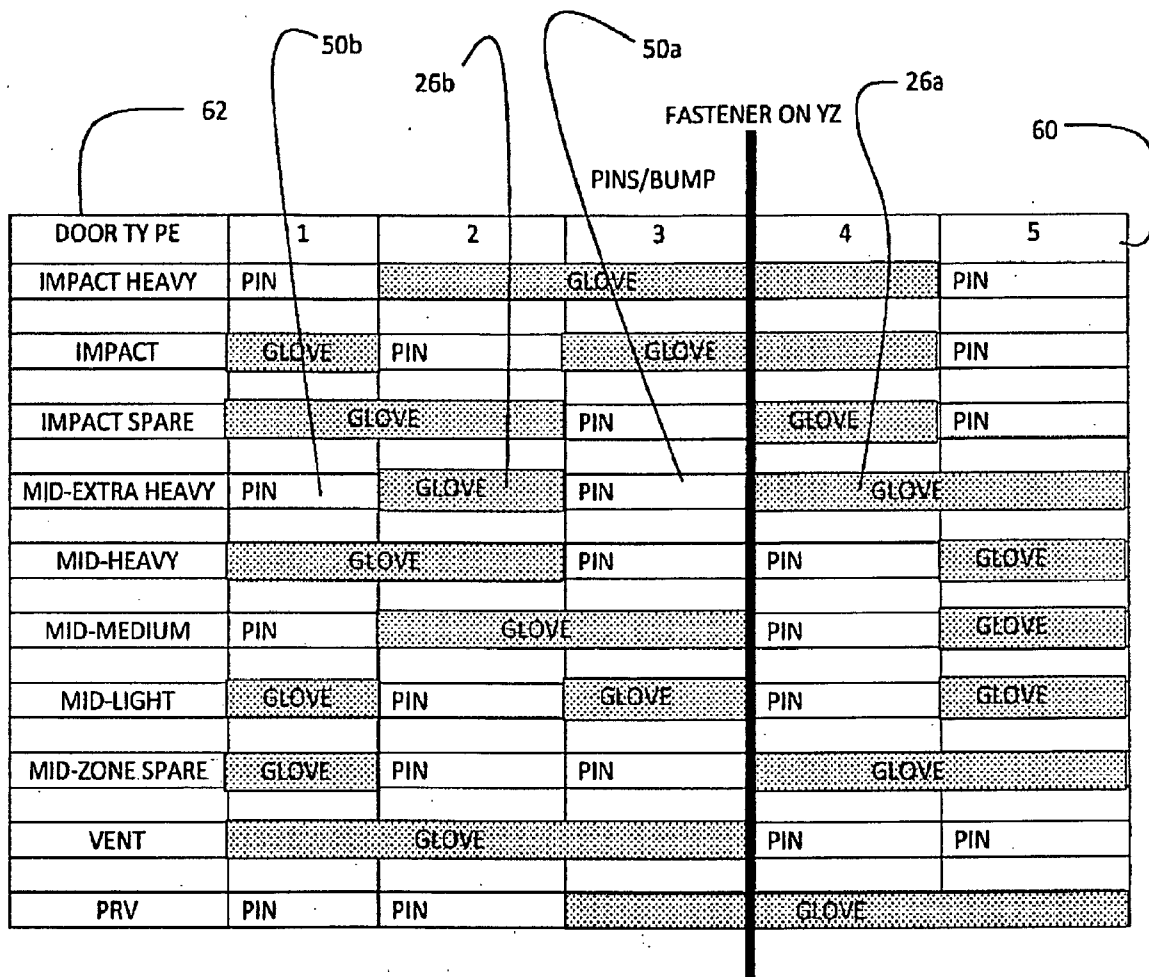


Diagram illustrating a door assembly configuration table. The table is divided into two main sections by a vertical line labeled "FASTENER ON YZ". The left section is labeled "PINS/BUMP" and the right section is labeled "FASTENER ON YZ". The table columns are labeled 1, 2, 3, 4, and 5. The rows represent different door types and their corresponding fastener configurations.

DOOR TYPE	1	2	3	4	5
IMPACT HEAVY	PIN		GLOVE		PIN
IMPACT	GLOVE	PIN	GLOVE		PIN
IMPACT SPARE		GLOVE	PIN	GLOVE	PIN
MID-EXTRA HEAVY	PIN	GLOVE	PIN	GLOVE	
MID-HEAVY		GLOVE	PIN	PIN	GLOVE
MID-MEDIUM	PIN		GLOVE	PIN	GLOVE
MID-LIGHT	GLOVE	PIN	GLOVE	PIN	GLOVE
MID-ZONE SPARE	GLOVE	PIN	PIN	GLOVE	
VENT		GLOVE		PIN	PIN
PRV	PIN	PIN		GLOVE	

FIG. 13

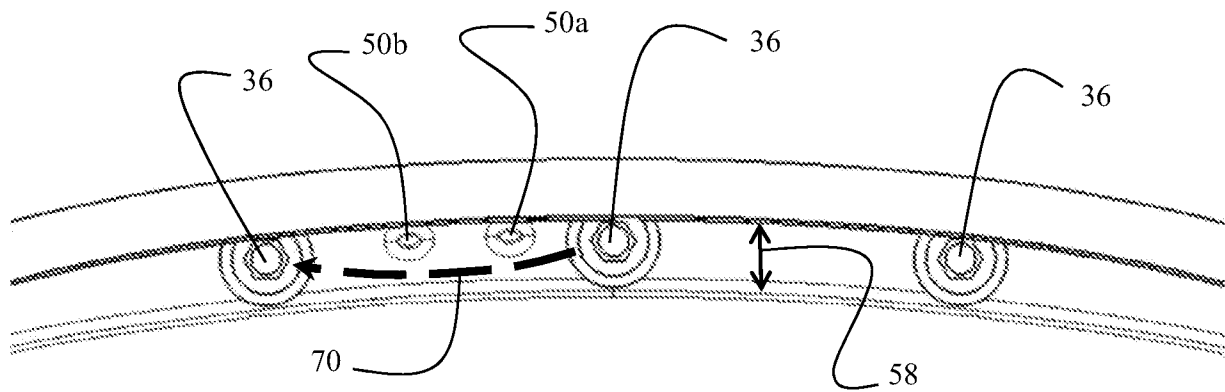


FIG. 14

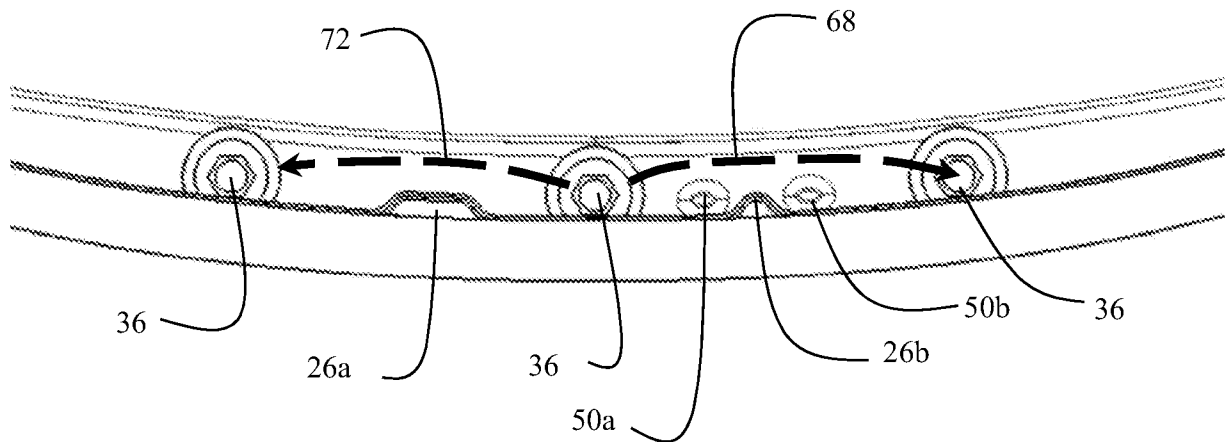


FIG. 15

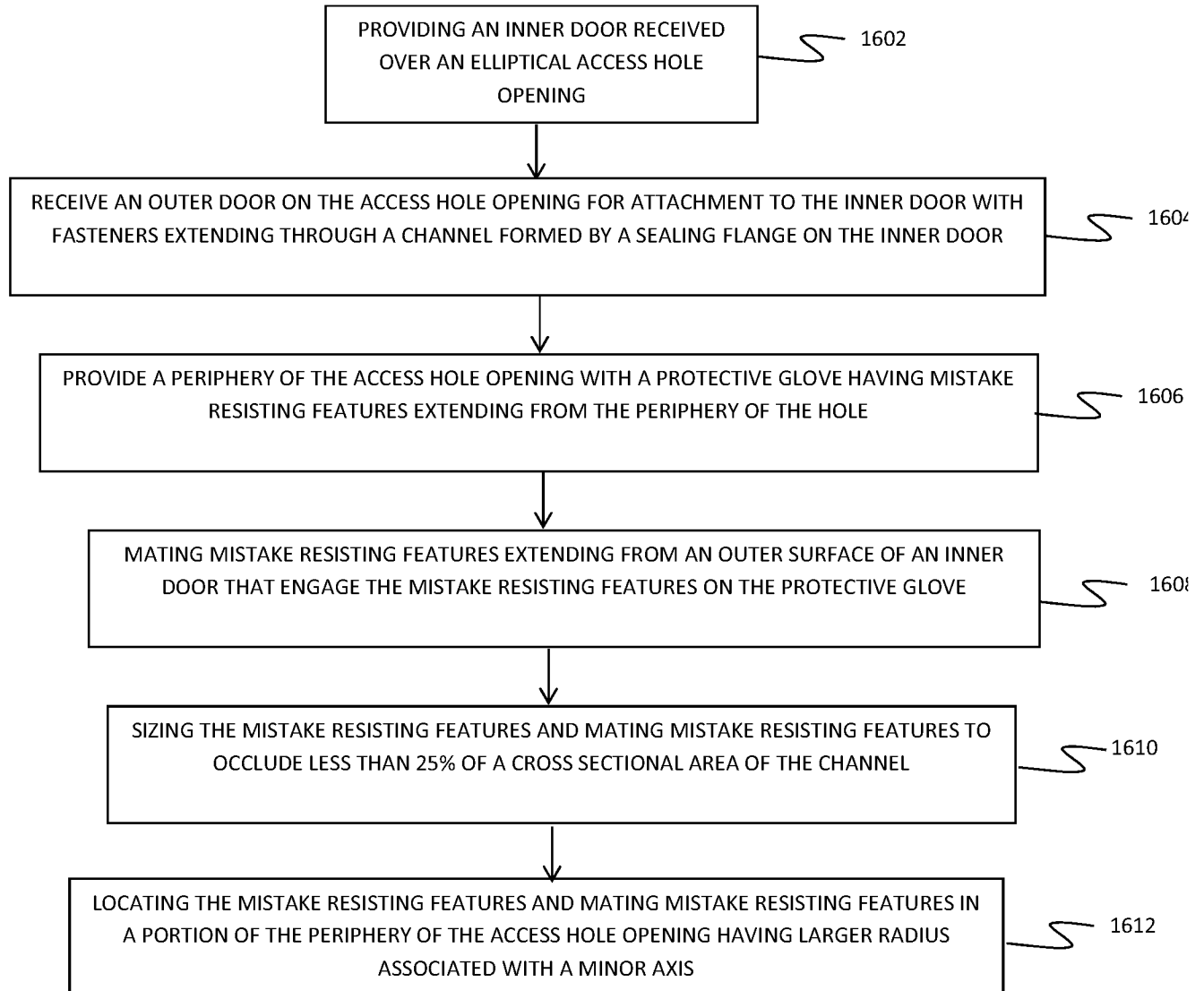


FIG. 16

INTERNATIONAL SEARCH REPORT

International application No
PCT/US2014/010049

A. CLASSIFICATION OF SUBJECT MATTER
INV. B64C1/14
ADD.

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)
B64C

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

EPO-Internal, WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	US 2012/187247 A1 (DELGADO JARENO JOSE LUIS [ES] ET AL) 26 July 2012 (2012-07-26) paragraph [0033] - paragraph [0045]; figures 3-5	1,2,7,8
A	----- EP 2 535 265 A1 (MITSUBISHI AIRCRAFT CORP [JP]) 19 December 2012 (2012-12-19) the whole document	1-10,20,21
A,P	----- US 2013/180176 A1 (TACHIBANA KAZUKI [JP]) 18 July 2013 (2013-07-18) figures 4-8	3-6,9,10,20,21



Further documents are listed in the continuation of Box C.



See patent family annex.

* Special categories of cited documents :

"A" document defining the general state of the art which is not considered to be of particular relevance

"E" earlier application or patent but published on or after the international filing date

"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)

"O" document referring to an oral disclosure, use, exhibition or other means

"P" document published prior to the international filing date but later than the priority date claimed

"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art

"&" document member of the same patent family

Date of the actual completion of the international search

30 May 2014

Date of mailing of the international search report

11/06/2014

Name and mailing address of the ISA/

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Hillebrand, Sabine

INTERNATIONAL SEARCH REPORT

International application No.
PCT/US2014/010049

Box No. II Observations where certain claims were found unsearchable (Continuation of item 2 of first sheet)

This international search report has not been established in respect of certain claims under Article 17(2)(a) for the following reasons:

1. ☐ Claims Nos.:
because they relate to subject matter not required to be searched by this Authority, namely:
2. ☒ Claims Nos.: 11-19
because they relate to parts of the international application that do not comply with the prescribed requirements to such an extent that no meaningful international search can be carried out, specifically:
see FURTHER INFORMATION sheet PCT/ISA/210
3. ☐ Claims Nos.:
because they are dependent claims and are not drafted in accordance with the second and third sentences of Rule 6.4(a).

Box No. III Observations where unity of invention is lacking (Continuation of item 3 of first sheet)

This International Searching Authority found multiple inventions in this international application, as follows:

1. ☐ As all required additional search fees were timely paid by the applicant, this international search report covers all searchable claims.
2. ☐ As all searchable claims could be searched without effort justifying an additional fees, this Authority did not invite payment of additional fees.
3. ☐ As only some of the required additional search fees were timely paid by the applicant, this international search report covers only those claims for which fees were paid, specifically claims Nos.:
4. ☐ No required additional search fees were timely paid by the applicant. Consequently, this international search report is restricted to the invention first mentioned in the claims; it is covered by claims Nos.:

Remark on Protest

- ☐ The additional search fees were accompanied by the applicant's protest and, where applicable, the payment of a protest fee.
- ☐ The additional search fees were accompanied by the applicant's protest but the applicable protest fee was not paid within the time limit specified in the invitation.
- ☐ No protest accompanied the payment of additional search fees.

FURTHER INFORMATION CONTINUED FROM PCT/ISA/ 210

Continuation of Box II.2

Claims Nos.: 11-19

Claim 11 is not clear, not supported by the description and in contradiction to claims 12 and 13.

The expressions "with mistake resistance" is totally obscure as is the limitation which is intended to be conferred by this feature. The same applies to the "mistake resisting features" and "protective glove mistake resisting feature", a protective glove not being defined in claim 11.

According to claim 11, this "protective glove mistake resisting feature" extends "from a wall of said access hole into the channel", which is formed by the inner access door ("having a channel").

However, according to the description, the drawings, claims 1 to 3 and claims 12 and 13,

- this channel is defined between the inner access door and the protective glove (only the fasteners protrude into a channel section formed within the inner door), and

- the "mistake resisting features" extend from a protective glove.

Since claim 11 and claims 12, 13 mutually exclude each other, and claims 14 to 19 refer back to one of these claims, a meaningful search of these claims cannot be carried out.

The applicant's attention is drawn to the fact that claims relating to inventions in respect of which no international search report has been established need not be the subject of an international preliminary examination (Rule 66.1(e) PCT). The applicant is advised that the EPO policy when acting as an International Preliminary Examining Authority is normally not to carry out a preliminary examination on matter which has not been searched. This is the case irrespective of whether or not the claims are amended following receipt of the search report or during any Chapter II procedure. If the application proceeds into the regional phase before the EPO, the applicant is reminded that a search may be carried out during examination before the EPO (see EPO Guidelines C-IV, 7.2), should the problems which led to the Article 17(2) declaration be overcome.

INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No

PCT/US2014/010049

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