FUTURE DIRECTION OF THE CACRC
Future Direction of the CACRC

- Introduction by Ray Kaiser
  - Chair of the CACRC
Future Direction of the CACRC

Define with the members of the CACRC what the focus should be for the coming years of the CACRC and its’ Task Forces’

Get CACRC members more involved and pro-active in the subjects
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Agenda - Day 1

13.05-13.10  Explanation of the goals for the two day session.

13.10-14.30  Introduction Current Reality Tree  see pres. Arne K. Lewis

14.30-15.00  Break

15.00-15.30  Explanation and breakout in groups

15.30-16.30  Elucidation by chair of the subjects (per group)
Subjects

- **Standardization of material (composite vs aluminum alloy)**
  - Small quantity supply of repair materials

- **Standardization repair methods**

- **Standardization inspection / NDI**
  - Damage assessment, tools, inspections methods

- **Standardization for education / training programs**

- **Boost Efficiency/Define better way of working/Not to create new subjects**
  - More Participants from different Airlines / MROs / OEMs/more participation from industry
  - Visibility of upcoming documents to be balloted
  - Gain ideas of how to collaborate better on document building/revisions
  - Figure out how to validate the documents are being used.
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End of day one

Thank you
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Agenda - Day 2

08.10-08.20  Explanation goals for today session.
08.20-09.00  Presentation outcome previous day *
09.00-10.00  Define assignment for EC for each subjects chosen also Subject #5
10.00-10.30  Break
10.30-11.30  Final presentation of the assignment by the 8 chairmen
11.30-12.00  Decide on follow-up: who and when by EC
Afternoon!!! Summary and closure
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THANKS
BYLAWS CACRC

3. CHARTER

The charter of the SAE Commercial Aircraft Composite Repair Committee (CACRC) is to promote repair standardization and to provide guidance to composite and bonded structure maintenance providers, airlines, regulators, material suppliers and OEMs. This will be accomplished through developing and publishing AIR, ARP, AMS and other guidance material. This guidance material is developed to reduce aircraft ownership cost, while enhancing safety.
February 23, 2011

Dr. Chris Markou
Assistant Director
Engineering & Environment Operations
International Air Transport Association

SUBJECT: ATA/IATA/SAE Commercial Aircraft Composite Repair Committee (CACRC)

As a follow up to the 2011 Winter CACRC meeting in Atlanta, GA, the following airline members of the CACRC have agreed to form an external steering group to emphasize airline needs for development of standards in commercial aircraft composite repair around specific short term and long term projects:


These airline members of the CACRC are, by consensus, requesting that the CACRC and its parent organizations solicit resources from all major airframe manufacturers toward completion of the following goals:

**Short Term Goals**

- Reduce Time and Temperature Sensitive Material Stocking Requirements for Bonded Repairs
  - Complete AMS 2970 (250°F pre-impregnated repair system) and implement in OEM SRM manuals in order to allow airlines to stock only one (1) 250°F repair system
  - Investigate expanded storage life and re-test parameters to reduce waste of current material inventory
- Provide expanded "metalbond" repair guidelines for aluminum bonded honeycomb structure commonly found damaged in in-service aircraft
  - Complete CACRC104A to provide airlines standard to evaluate, and accomplish repairs
- Implement Existing CACRC documents into legacy SRMs to provide common standard practices reducing need for fast specific technician familiarization
  - Existing CACRC documents identify industry standard practices utilization should result common technician training and reduced product specific familiarization
- Develop criteria for composite repairs which must be accomplished where shop conditions cannot be maintained, (e.g. for aircraft repairs to composite fuselage structure)

**Long Term Goals**

- Develop expanded repair limits for composite structure
  - Create a composite technician certification standard to increase confidence in bonded repairs
- Reduce Time and Temperature Sensitive Material Stocking Requirements for Bonded Repairs
  - Standardize a 350°F pre-impregnated repair system with similar goals to that of AMS3970
  - Standardize a 350°F film adhesive system for repair bonding (metalbond included) to alleviate current needs for airlines to stock over twelve (12) different varieties, some of which are out of production or are produced only once each six (6) to twelve (12) months
- Provide expanded fiber reinforced sandwich assembly repair guidelines for structure commonly found extensively damaged in in-service aircraft

We airlines are interested in working with IATA and other organizations to both increase awareness of large cost drivers for composite repairs for airlines and to help to secure airframe OEM interest in providing resources to achieve the short and long term goals, listed above.

Any help toward these goals, as stated, above, is much appreciated.

Best Regards,

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