

Non-SRM Repairs & Service Bulletin Implementation



Mike Tallarico
Principal Engineer - US Airways

Airplane Fuselage Structural Integrity Forum



Overview:

- **Post delivery maintenance programs include:**
 - **Structural Damage repairs.**
 - **Some of which are beyond the limits of the structural repair manual (SRM) referred to as non-SRM repairs.**
 - **Incorporating post delivery product support service bulletins.**
 - **Non-AD mandatory service bulletins**
 - **AD mandatory service bulletins**

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SRM vs. Non-SRM Repairs



Structural Repair Manual (SRM):

- **Developed and issued by the original equipment manufacturers (OEMs) and are FAA approved.**
- **Provides methods, techniques and practices for performing structural repairs.**
- **Identifies classes of structure (Primary, Secondary, Principle Structural Elements (PSE), Fatigue Critical Structure (FCS)).**
- **Provides operators with published repairs which require no further communications or coordination with the OEM or Engineering.**
- **Provides allowable damage limits for a majority of structural components.**

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SRM vs. Non-SRM Repairs



Non-SRM Repairs:

- Operators use the SRM as guidance for developing new repairs.
- Operators are responsible for obtaining approvals to maintain airworthiness requirements.
 - Approval directly from the OEM.
 - Approvals from outside engineering organizations.
 - Some operators have engineers on staff who are authorized by the FAA to approve such data.
- Operators will decide which approval option is best for their operation on a case-by-case basis.

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SRM vs. Non-SRM Repairs



Non-SRM Repairs:

- **Non-SRM specific repairs may or may not require the involvement of the OEM.**
- **Environmental and fatigue damage will be communicated to the OEM and typically repairs will be coordinated through and approved by the OEM.**
- **Accidental damage repair approvals will be evaluated on a case-by-case basis as mentioned previously.**



- **Additional post delivery maintenance program tasks are driven by manufacturing service bulletins.**
- **Service bulletins (SB) are manufacturer service documents which provides details for a modification/alteration, inspection and / or repair for a specific issue for an airframe or component.**
- **The development of these service bulletins are typically coordinated with several operators and commonly prototyped on an aircraft to ensure a user friendly, clear & concise work instructions.**



- **SB can be issued for several reasons some of which include:**
 - **Dispatch reliability improvements,**
 - **System performance upgrades or enhancements,**
 - **Installation of new systems,**
 - **Non mandatory inspection items.**
 - **AD mandatory action items.**
- **SB are typically optional and incorporation is determined based on a cost benefit analysis.**



Non-AD Mandated SB:

- **Once the SB is internally cost justified, the project is then presented to a management team for final approval.**
- **Upon management final approval, engineering authors appropriate paperwork for incorporation and coordinates the project with all other affected departments.**
- **Scheduling of non-mandatory SBs are typically negotiated with maintenance planning and incorporation is usually concurrent with scheduled maintenance visits.**

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AD Mandated SB:

- **FAA issues an airworthiness directive addressing a product when it is determined that:**
 - **An unsafe condition exists in the product; and**
 - **The condition is likely to exist or develop in other products of the same type design.**
- **Operators work closely with OEMs and the FAA when an AD condition surfaces.**
- **Engineering begins work authoring action documents when informed of the issue typically before receiving formal notification.**
- **AD mandatory SBs are not required to be cost justified.**
- **AD mandatory SBs are presented to the management team for awareness and coordination.**
- **AD mandatory SBs are scheduled per the compliance requirements directed in the AD.**

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