

ACRATS



Course ID: ATS1010

Part 145- Practical SRM Training

Structural Repair Manual, damage
recognition, assessment and reporting



Course Information

Good to know.



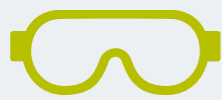
Course Duration

3 days



Course Location

Netherlands - Singapore -
On-Site



Practical Orientated

Learning by Doing



Prerequisites

No previous education is
required



Highest Standard

Meets FAA, EASA and SAE
CACRC Standards



Scope

This Practical SRM Training Program has been developed to meet the knowledge and skill requirements of a aircraft technician who needs to be able to understand and interpret the Structural Repair Manual and needs to be able to perform inspection(s) on the aircraft or aircraft components.

The participant who successfully complete this practical SRM training program will have the basic skills and confidence in how to use the Structural Repair Manual (SRM), how to perform a correct damage assessment, how to make a correct damage report and will be able to select the corrective action and the correct repair procedure.

The course includes practical case studies that require the student to determine part identification, allowable damage limits and various detailed inspections on metallic and composites structures.

Course Modules

Module	Module Description	Theoretical Hours Classroom	Practical Hours Learning by Doing
1	Introduction to the SRM	1	
2	Navigating the Structural Repair Manual	1	
3	Meaningful Definitions	0,5	
4	Damage Assessment	2	
5	Damage Reporting	1	
6	Written test	1	
7	Practical Casus		14,5
	Total hours	6,5	14,5



Learning Goals

Module: 1 Introduction to the SRM

After successful completion of this module the participant will be able to:

- 1 Describe the three groups in which aircraft technical manuals can be divided;
- 2 Describe the purpose of the SRM and the F
- 3 Describe the purpose of the Frontmatter;
- 4 Describe the effectivity, service bulletin, line number, block number;
- 5 Describe the primary aircraft structure chapters within the SRM.

Module: 2 Navigating the Structural Repair Manual

After successful completion of this module the participant will be able to:

- 1 Explain the numbering system used in aircraft technical data;
- 2 Explain the ATA 100 numbering system;
- 3 Describe the three elements system within the SRM;
- 4 Describe the use of different page blocks within the SRM chapter.

Module: 3 Meaningful Definitions

After successful completion of this module the participant will be able to:

- 1 Describe the difference and meaning of primary and secondary structure;
- 2 Describe the meaning of Fatigue Critical Baseline Structure (FCBS);
- 3 Recognize and classify the most common damages on an aircraft/ aircraft component;
- 4 Describe the three possible outcomes of damage assessments (allowable, repairable damage and replacement);
- 5 Describe the difference in repair categories;
- 6 Describe the meaning of flight cycles and hours.



Learning Goals

Module: 4 **Damage Assessment**

After successful completion of this module the participant will be able to:

- 1 Check if effectivity is applicable and know how to find the applicable effectivity for the aircraft;
- 2 Identify the damaged part and the exact location;
- 3 Explain the correct inspection tools to inspect on metallic structures;
- 4 Explain the correct inspection tools to inspect on composite structures;
- 5 Identify the damage type on metallic structures;
- 6 Identify the damage type on composite structures;
- 7 Identify different types of corrosion;
- 8 Find the allowable damage limits;
- 9 Select the applicable corrective action.

Module: 5 **Damage Reporting**

After successful completion of this module the participant will be able to:

- 1 Form an accurate and correct finding description;
- 2 Describe the steps to narrow down the exact damage location;
- 3 Describe the reason why uniformity in reporting is important;
- 4 Describe the correct method making and adding photo(s) and/or sketches to a damage report;
- 5 Describe the correct way of reporting to OEM.

Module: 6 **Written Exam**

The written examination shall contain 12 multiple choice questions and a theoretical casus. The examination shall contain a minimum of 2 questions from each of the modules listed in this course outline.

Learning Goals

Module: 7

Practical Casus (learning by Doing)

After successful completion of this module the participant will be able to:

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| 1 | Indicate the exact damage location to the aircraft. |
| 2 | Select the correct damage inspection method/ tool(s). |
| 3 | Demonstrates the practical skills needed to perform a detailed inspection on metal structures. |
| 4 | Demonstrates the practical skills needed to perform a detailed inspection on composite structures. |
| 5 | Make the correct photographs showing the correct damage details. |
| 6 | Carry out a correct damage assessment and report this in a clear, accurate manner as requested by the OEM. |

Practical Casus/ Exercise

- | | |
|-----------|---|
| W1 | Find allowable damage limits in the SRM. |
| W2 | Damage recognition: identify the most common damages on metallic structures. |
| W3 | Damage recognition: identify the most common damages on composite structures. |
| W4 | Selecting correct inspection tools and inspection methods. |
| W5 | Inspection and damage mapping on composite structures, most common damages. |
| W6 | Inspection and damage mapping on metallic structures, most common damages. |
| W7 | Inspection after corrosion and assess the quality of sealant compound. |
| W8 | Photograph and damage reporting. |

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