ATSRAC Lessons learned

Proposed methodology

- OEM's to review the findings collected during intrusive and non intrusive inspection and identify the top items of concern related to design/installation, maintenance practices deviation
- Design and propose fixes to operators for each identified significant items, associated repair procedure to be introduced in ATA 20
- Define and implement evolution of AIRBUS Technical Design Directives (if required) for future program
- Build-up continuous aging monitoring program for wiring of in-service A/C

ATSRAC Lessons learned

- **Improve the visual inspection techniques to better assess the condition of wiring**

- **Remind operators for embodiment of existing modifications and improvements of electrical installation**
  ⇒ To be covered by OIT / SIL

- **Request operators to systematically report wiring issues**
  ⇒ To be covered by OIT / SIL

- **Extend Electrical Aging Review on A310, A300-600 and Single Aisle Program**

ATSRAC - *Flight Controls Dual Load Path*

Status

- List of A300 Flight control dual load path components available
- Corresponding in service documents (SB's) reviewed and analysed to assess potential relationship with aging, validity, fleet embodiment status and compliance.
  No concern, as all SB's embodied.
- Except surface protection defects, degradation of dual load path features not evidenced during shop investigations of sampled components
- AIRBUS INDUSTRIE will comply with Task 3 recommendations (MSG 3 logic analysis, additional sampling...).
- AIRBUS INDUSTRIE Review Report to be issued in Nov. 00