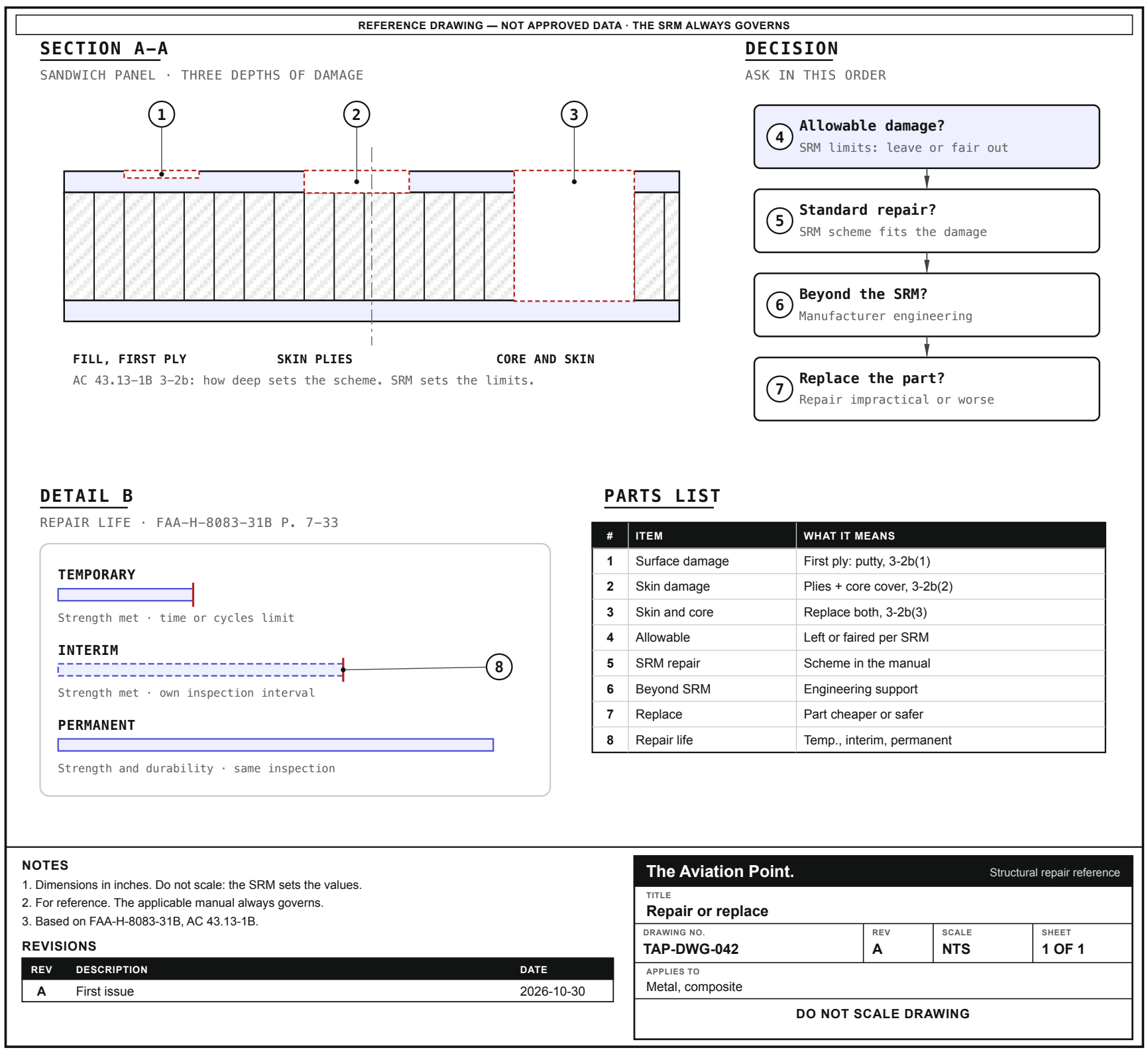
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Repair or Replace a Composite Part: Who Decides and In What Order

Allowable · SRM repair · engineering · replace · repair life



Section, decision ladder, repair life and parts list, after FAA-H-8083-31B pp. 7-33, 7-34, 4-90, 4-93 and AC 43.13-1B 3-1, 3-2. Not to scale: your SRM sets the limits.

Four questions, in this order

Question	The answer comes from	Source, and the catch
Is the damage allowable?	SRM: allowable damage and limits	Size, number, depth, location and load decide how serious a delamination is (Handbook p. 7-13). The Handbook gives no universal limits.
Does an SRM scheme cover it?	SRM repair section	Review the manufacturer's repair data to find which repair is permissible (AC 43.13-1B 3-1). The Handbook steps are not a substitute for the SRM; one maker's method does not carry over to another (p. 7-35 note).
Is it outside the SRM?	Manufacturer engineering support	Required for methods not described in the maintenance manual or SRM (Handbook p. 4-93).
Should the part be replaced?	SRM, and cost	The Handbook's tests are for sheet metal (p. 4-90): repair impractical, replacement cheaper, or the part easy to change. It states none for composites.

Key points

- **Ask in order:** allowable, SRM scheme, manufacturer engineering, replace.
- **The SRM decides** the limits and the scheme; the Handbook steps do not replace it.
- **AC 43.13-1B only when the maker has no repair data;** never contrary to it.
- **Temporary, interim, permanent:** time-limited, strength only, strength and durability.
- **Identical material** or one the maker approves; **test specimens** from the actual cure.
- **Radomes, graphite, Kevlar:** not for the 3-2 fibreglass repairs.

SOURCES · FAA-H-8083-31B, AMT Handbook — Airframe, Volume 1, Chapters 4 and 7 · AC 43.13-1B, Acceptable Methods, Techniques, and Practices — Aircraft Inspection and Repair

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Educational reference only, not approved data. Always consult the applicable SRM, AMM, or AC 43.13-1B and your certifying authority.

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