

Airbus Damage Tolerance Methodologies For Composite Structures

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damage with increased energies One fatigue lifetime (along with a 1.15 load enhancement factor) Half a lifetime (still along with a 1.15 load enhancement factor) Damage tolerance demo. for in-service damage Demonstration of the no-growth concept Fatigue safe-life demo. for maximum initial flaws Static and fatigue / damage tolerance demonstration

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Emeritus Professor Phil Irving, Formerly Head of Damage Tolerance Group at Cranfield, Phil has been teaching, researching and publishing in the field of fatigue, structural integrity and damage tolerance in aircraft structures, both in industry and academia for the past 30 years.

[Aircraft Fatigue and Damage Tolerance - Cranfield University](#)

Damage tolerance is a property of a structure relating to its ability to sustain defects safely until repair can be effected. The approach to engineering design to account for damage tolerance is based on the assumption that flaws can exist in any structure and such flaws propagate with usage. This approach is commonly used in aerospace engineering, mechanical engineering, and civil engineering to manage the extension of cracks in structure through the application of the principles of fracture m

[Damage tolerance - Wikipedia](#)

22.2.1 Damage-tolerance methodology. The damage-tolerance approach assumes that the largest undetectable defect exists at the most critical location in the structure, and that structural integrity is maintained throughout defect growth, which should be discovered at the next scheduled inspection.

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