

Minutes of meeting

To
Meeting Attendees

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27 September 2013

Subject of meeting
Aubert et Duval - Airbus - UKAD project management meeting

Date of meeting
27/09/2013

Minutes

Actions

Attendees :

Jean-Luc PAVIOT – A&D
Stephane HOLLARD – A&D
Marion BESSAGNET – A&D
Yves-Charles RICCI – A&D/UKAD
Tamara VUGRIN – Airbus ESMUT
Adeline FRESCHI – Airbus ESMUT
Bob PARTRIDGE – Airbus ESMUU
Ekaterina NOTKINA – Airbus POMMP

Executive Summary: SEVERAL TECHNICAL PROBLEMS NEED TO BE RESOLVED. IN OCTOBER QUALIFICATION OF ADDITIONAL 5 PARTS WILL BE COMPLETED. UK REQUIREMENTS FOR ULTRASONIC INSPECTION AT UKAD NEED URGENT CLARIFICATION.

1. Technical results/issues

A&D presented the current status of the technical qualification and several other technical topics:



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meeting.pdf

The following issues have been discussed:

- **A350-900 Swing Link:**
On the first UKAD part local coarse grain areas (grain size of up to 4mm vs. average grain size of 1mm) were observed.

Subject of meeting**Aubert et Duval - Airbus - UKAD project management meeting****Date of meeting**

27/09/2013

Minutes

A&D performed some additional investigations. All results are available. Meeting on this topic will be held in UK with Engineering on the 08/10 to agree the way forward for the qualification of this part.

Actions

A&D to confirm the date to UK Engineering asap

- **A400M parts:**

The FAI for the A400M Front Frame and the A400M Cadre Int. were provided end of September. For the A400M Spar only one test is missing and FAI is planned to be provided for October. As long as the surface crack topic is not solved the qualification of these parts cannot be finalised.

A&D will present a clear overview during the meeting with Marianne Sorin on the 05/11 at A&D. Meeting subject: What actions are already implemented to eliminate the surface cracks and what are the conclusions of the analysis of the results? Then a decision will be taken regarding the qualification of these parts.

A&D to prepare presentation for the **05/11**.

- **A380 Spars:**

No FPI is foreseen in the manufacturing route for all three spars. Some surface defects were observed. The first results on cubes show a maximum depth of 600 µm. Some specimens have also been sent to Airbus for testing. Tests are ongoing. The results will be available for the next meeting in November.

A&D will perform machining on the web of the spar to investigate the surface cracks. This machining should be done with two steps (1mm and 2mm) to have an information about the depth of the cracks. A&D will need a subcontractor with a 5 axis machine. The results won't be available before beginning of next year. The two remaining A380 Spars will not be qualified this year.

Airbus to present the results in the **meeting in November**.

- **A350 Pyramid:**

The fracture toughness results for two specimens are on the specification limit and for one out of the spec. A&D will propose a solution to improve the fracture toughness. A meeting has to be organised with Airbus Engineering in four weeks from now.

Airbus Engineering to organise follow-up meeting on Pyramid in October.

- **Crack propagation:**

Will be discussed in a separate meeting on the 04/10.

Further topics:

- **A330 Spigot:**

On this part the dimensional report has shown a deviation to

A&D to provide an updated

Subject of meeting**Aubert et Duval - Airbus - UKAD project management meeting****Date of meeting**

27/09/2013

Minutes

the drawing. A&D will verify and confirm the right over-thickness and provide an answer in two weeks. Airbus Procurement will organise a meeting with Magellan after.

One solution could be to change the contractual drawing from A&D incl. acceptance at Airbus.

- **ASCO parts:**

There are three Asco parts in the frame of the UKAD qualification: A330 Lever, A350 Lever and A320 Flap Track Beam. Asco requested three parts per part number for shop trials.

Status:

- The first A320 Flap Track Beam part was sent to Asco for shop trials. The results will be available on 08/11. Additional two parts are in production and will be ready in week 45.
- Three A330 Lever and one A350 Lever will be sent to Asco in week 40.
- The NDA is in signature loop. Under NDA Asco promised to provide 3D models to A&D to help to finalise the dead zone simulation analysis for the two Levers.

Actions

sketch for the part **asap**.

UK Engineering to clarify with the design office if a change is possible and how long it will take.

- **US Qualification at UKAD:**

UKAD is Airbus qualified according to AITM. Since more than 6 months an answer from the UK ultrasonic testing specialist is awaited to confirm if this covers as well the UK specification. No answer received yet and the qualification of two A350 parts for UK has been blocked. Qualification of these parts is already delayed for several months.

A&D to send four part for shop trials to Asco **in week 40** and sign the NDA **asap**.

UK Engineering (Bop Partridge) to provide a final answer by **Tuesday 01/10 latest**.

2. Qualification planning

- General comments on the schedule are mentioned in the A&D presentation attached.



2013 09 25 UKAD
qualification comment

- **CONBID 2013:**

For all selected parts the technical qualification was finalised and QCS documents are available. Dimensional reports to be provided to Airbus St. Eloi for French parts are missing. A&D

Subject of meeting**Aubert et Duval - Airbus - UKAD project management meeting****Date of meeting**

27/09/2013

Minutes

will issue a planning when the reports for the individual parts are to be expected (week 40).

Actions

A&D (JL. Paviot) to provide the planning in **week 40**.

- **CONBID 2014:**
All parts are qualified. Dimensional reports are missing for French parts.
- **Flexibility Concept:**
According to the agreements with VSMPO it is too late to allocate any VSMPO parts to UKAD material. Re-allocation is potentially still possible for parts from RTI material.
Only one part with QCS finalised could be re-allocated: A32x Belphegor Allege (raw material RTI).
- **Parts which will be qualified until end of the year:**

For UK:

A350 OTB PINTLE in October
A350 FUSE PINN CARRIER in October
A350 SWING LINK (if agreed with UK Engineering)
A330 SPIGOT (if solution found for dimensional issues)

For France:

A330 HIRONDELLE in October
A380 FRONT MOUNT EA in October
A380 SPIGOT SUP in October
Potentially A400M parts (will be decided after the meeting in November).

- **CNF:**
A&D needs to release a CNF to Spirit/Airbus for A350 Spirit Door Frames and A320 neo Spigot to allow raw material change.

Marianne Sorin to discuss UKAD allocation with A&D and Conbid manager **asap**.

A&D to provide CNF **asap**.

3. AOB

Tamara VUGRIN will leave Airbus ESMUT.
Ekaterina NOTKINA will handover Airbus UKAD project lead to Marie-Gabrielle ARMSTRONG.

4. Next meeting:

Airbus/A&D/UKAD in Toulouse on the 07th of November, Airbus CE, room TBD, 09h00-14h00