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The emergence of civil aviation as a means of mass transportation is primarily due to the large scale construction of jet airplanes in the past 30 years or so. A large number of these jet airplanes is currently operating at or beyond their designed fatigue lives. Thus, the structural

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integrity of these aging airplanes has become an issue of major concern to all nations of the world. To bring the needed technical and research focus on the issues involved in the life-enhancement and safety-assurance of aging airplanes, the Federal Aviation Administration sponsored a

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symposium in Atlanta, GA, USA, during 20-22 March 1990. This symposium, under the title "International Symposium on Structural Integrity of Aging Airplanes" was organized jointly by the Georgia Institute of Technology (Center for Computational Mechanics) and the

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Transportation Systems Center
(Cambridge, MA) of the U.S.
Department of Transportation.
Industrial and academic experts from
several countries in North America,
Europe and Asia, were invited to
discuss their experiences and
proposed solutions. This monograph

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contains the original papers that represent the expanded and edited versions of the talks presented at this symposium. This book aims to bring the collective experience, from across the world, with problems related to the structural integrity of aging airplanes to the attention of the professional and

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In honor of the twenty-five years it has been in publication, articles and photographs that have appeared in the

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The materials used in manufacturing the aerospace, aircraft, automobile, and nuclear parts have inherent flaws that may grow under fluctuating load environments during the operational phase of the structural hardware. The design philosophy, material selection,

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analysis approach, testing, quality control, inspection, and manufacturing are key elements that can contribute to failure prevention and assure a trouble-free structure. To have a robust structure, it must be designed to withstand the environmental load throughout its service life, even when

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the structure has pre-existing aws or when a part of the structure has already failed. If the design philosophy of the structure is based on the fail-safe requirements, or multiple load path design, partial failure of a structural component due to crack propagation is localized and safely

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contained or arrested. For that reason, proper inspection technique must be scheduled for reusable parts to detect the amount and rate of crack growth, and the possible need for repairing or replacement of the part. An example of a fail-sa- designed structure with crack-arrest feature, common to all aircraft

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structural parts, is the skin-stiffened design configuration. However, in other cases, the design philosophy has safe-life or single load path feature, where analysts must demonstrate that parts have adequate life during their service operation and the possibility of catastrophic failure is remote. For

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example, all pressurized vessels that have single load path feature are classified as high-risk parts. During their service operation, these tanks may develop cracks, which will grow gradually in a stable manner.

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