

# AEROSPACE INFORMATION REPORT

Submitted for recognition as an American National Standard



AIR1537

REV.  
A

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## REPORT ON AIRCRAFT ENGINE CONTAINMENT

### INTRODUCTION AND BACKGROUND

On April 23, 1973 the Safety Standardization Advisory Committee of the SAE Aerospace Council requested the Propulsion Division to initiate a technical study of aircraft gas turbine non-containment. This request was reviewed with the Aerospace Council and the Propulsion Division was directed to establish an Ad Hoc Committee.

The committee was established on May 5, 1975 and a preliminary work statement was drafted. The first meeting of the committee was held on July 31, 1975 and the work statement was agreed to as follows:

**Committee Representation:** The Committee shall be composed of individuals competent and authoritative in the fields of airline operation, airframe and engine design, and able to make significant contributions to this study.

**Committee Report:** The Committee is to release the results of the study to the SAE Aerospace Council after approval of the Aerospace Propulsion Division. The Committee shall submit its report January 31, 1977 to the Propulsion Division. An extension may be granted by the Propulsion Division if required.

The committee decided that commercial helicopter operations were so small, in comparison to fixed wing aircraft operations, that their inclusion in this study was not warranted. General aviation was not considered as it was beyond the scope of this committee.

**Committee Membership and Activity:** As stated in the Statement of Work for the committee: "The committee shall be composed of individuals competent and authoritative in the fields of airline operation, airframe and engine design, and able to make significant contributions to this study."

The individuals forming the committee were selected from companies in the fields of airline operation (Pan American, Trans-World and United), airframe design (Beech, Boeing, Lockheed and McDonnell Douglas), engine design (AiResearch, Allison, General Electric, Pratt & Whitney, and Rolls-Royce), and the FAA.

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## SAE AIR1537 Revision A

### INTRODUCTION AND BACKGROUND (Continued)

The committee established a schedule of meetings consistent with the submission of the report to the Propulsion Division in January 1977. The submission of the final report was moved to May 1977 by the SAE Aerospace Council. Nine meetings were held between July 31, 1975 and February 1977.

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