

Corrosion Problems with Small Metal
Aircraft over 14 years since manufacture

AWB 02-025 **Issue :** 1
Date : 23 November 2007

1. Applicability

This AWB is applicable to all metal aircraft.

2. Purpose

The purpose of this AWB is to remind operators and maintainers of older aircraft that corrosion is a real problem, and that all corrosion, regardless of severity, requires rectification.

3. Background

Several reports have been received by CASA indicating that severe corrosion has been detected in several model and types of older small aircraft. In some instances this has led to major repairs, and has resulted in a few aircraft being beyond economic repair.

Most small aircraft manufacturers did not expect their types to last as long as they have. In many instances the manufacturers did not consider the problems associated with older aircraft fleets. Some are only now considering corrosion detection and prevention programs and ageing aircraft maintenance requirements. Regardless of the existence of an aircraft manufacturer's program, it is the responsibility of the registered operator (owner) of the aircraft to maintain their aircraft in an airworthy condition. This includes having the aircraft inspected from time to time for deterioration, damage and corrosion, and to have necessary repairs performed when required.

In the case of corrosion, even a small amount can become a major problem in a remarkably short time if left untreated.

4. Recommendation

It is recommended that:

- All Registered Operators of small aircraft, add a corrosion detection, rectification and prevention plan into their system of maintenance for the aircraft regardless of which option under CAR 41 was taken;
- Ensure that when corrosion is detected, it is assessed and rectified as soon as possible;
- All incidents of corrosion requiring rework of the affected area should be reported to CASA through the SDR system.



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5. Enquiries

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