

# FAA & EASA Corrosion Protection and Control Program – 2 Days

## Introduction

The Corrosion Protection and Control Program is a systematic approach for controlling corrosion in the airplane’s primary structure. The objective of a CPCP is to limit the material loss due to corrosion to a level necessary to maintain airworthiness. (typically below level 1)

Following 1988, Aloha Airlines Flight 243 event where the fuselage experienced a catastrophic failure. The National Transportation Safety Board (NTSB) found that line maintenance personnel accepted the classic signs of ongoing corrosion damage as normal operating conditions.

NTSB Finding – A program to control and prevent corrosion of the entire aircraft was not evident.

The NTSB recommended that the FAA develop a model for a comprehensive CPCP that would be included in each operator’s approved maintenance program. FAA Order 8300-12 was developed to provide guidance for operators to develop a CPCP.

Ref the following EASA Document – International Maintenance Review Board Policy Board (IMRBPB) Issue Paper (IP)

A Corrosion Prevention and Control Programme (CPCP) is required for all primary aircraft structures and is currently developed during the MRB process.

EASA issued AMC 20-20 to provide guidance to type- certificate holders, STC holders, repair approval holders, maintenance organisations, operators, and competent authorities related to

- Developing a continuing structural integrity programme to ensure safe operation of aging aircraft throughout their operational life
- Including provision to preclude Widespread Fatigue Damage.

The course is focused on large aeroplanes, typically operated by Air Carriers (Commercial Air Transport).

## Who is this training for?

All personnel with duties and/or responsibilities in ensuring effective oversight of the Airline Engineering Technical Services and Aircraft Maintenance Program. (AMP) Management, Competent Authority (CA) Quality Assurance Staff. Also of Interest to other persons working in an EASA Part-CAMO Environment or Part M Quality System. Technical Managers & Lease Companies.

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## What is the Benefit of this Training – What will I learn?

- a) At the end of this Training the delegate should have a comprehensive understanding of methodology to ensure compliance with Continuing Structural Integrity Programme
- b) the Roles and responsibilities associated with the management of Corrosion Protection and Control Program (CPCP) and relationship with MSG-3
- c) To be able to effectively assess both the regulatory compliance and suitability of operators' Maintenance Programs.
- d) Be able to use the regulation to proactively manage the oversight of regulatory compliance related to the CPCP control processes
- e) Understand the activities which support the analysis of Safety Data including SB's and AD's

## Detailed Content / Topics - The following Subjects will be addressed

### Day 1

- Introduction to CPCP
- Definitions and Acronyms
- Continuing Structural Integrity – Introduction
- Supplemental Structural Inspection Programme (SSIP)
- Causes of Corrosion
- Types of Corrosion
- Corrosion Prevention Control Program CPCP Review
- Corrosion Prevention and Control Programme (CPCP) Requirements FAA / EASA
- Baseline CPCP
- Considering CPCP AD's & CPCP Incorporation into the AMP
- Aircraft Fuel Tank Microbiological Concerns
- Service Bulletin Review and Mandatory Modification Programme

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## Detailed Content / Topics - The following Subjects will be addressed

Day 2

- Corrosion Prevention and Control Programme (CPCP)
- Considering CPCP AD's
- Repair Evaluation Guidelines (REG) and Repair Assessment Programme (RAP)
- Limit of Validity (LOV) of the Maintenance Programme and Evaluation for Widespread Fatigue Damage (WFD)
- Considerations Related to MSG-3 Aircraft Inspection Standards
- Considering Different types of Inspection GVI / DVI / SI
- Performing an Effective Aircraft Maintenance Inspection
- Supplemental Type-Certificates and Modifications Implementation
- Appendix 1 - Guidelines for development of a Supplementary Structural Inspection Programme
- Appendix 2 - Guidelines for development of a programme to preclude the occurrence of widespread fatigue damage.
- Appendix 3 -Guidelines for establishing instructions for continued airworthiness of structural repairs and modifications
- Appendix 4 - Guidelines for development of a corrosion control programme
- Appendix 5 - Guidelines for the development of a SB review and mandatory modification programme

## Target groups

This course is aimed at Competent Authorities, (CA / NAA staff.) EU Operators, Part M CAMOs, Quality Managers, CAMs, Airworthiness Review Staff,

## Pre-requisites

A background in an aviation environment will benefit the delegate including a good understanding of Part M - Maintenance Planning, Airworthiness Review, and Part 21 Certification processes.

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## LEARNING OBJECTIVES

To provide delegates with an overview of Aircraft Maintenance Program obligations related to Continuing Structural Integrity Programme including Functional Elements and techniques to deliver effective oversight.

## What do People Say about Sofema Aviation Services Training?

*"The instructor used the right words to explain the material."*  
*"The discussions among the group were very beneficial."*  
*"The instructor showed a very resourceful background and experience."*  
*"All sections of the course were related to my field."*  
*"Adequate answers were given to specific questions."*

## Duration

32days –The training will commence at 09.00 and finish at 17.00, with appropriate refreshment and breaks.

To register for this training, please email [team@sassofia.com](mailto:team@sassofia.com) or Call +359 28210806



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