

International Maintenance Review Board Policy Board (IMRBPB)

Issue Paper (IP)

IP Number: **CIP IND-2022-01 (V1, 2)**

Initial Date (DD/MMM/YYYY): **17/APR/2022**

Revision / Date (DD/MMM/YYYY): **01 / 06/MAY/2022**

Effective Date (DD/MMM/YYYY):

Retroactivity (Y/N):

Title:	Supplementary factors to be considered in the definition of the CPCP task	Applies To:	
		MSG-3 Vol 1	X
Submitter:	MPIG	MSG-3 Vol 2	X
		IMPS	

Issue:

A Corrosion Prevention and Control Programme (CPCP) is required for all primary aircraft structure and currently developed during the MRB process. It is a certification requirement usually covered by the Environmental Deterioration analysis of the MRB process for an initial MRBR revision and the MRBR is a Means of compliance to the CPCP.

Some additional factors can supplement an ED analysis when it comes to defining a CPCP task.

This IP is intended to clarify the importance of these factors in the selection of CPCP tasks.

Problem:

MSG-3 document needs to clarify:

Considering operator experience, in-service data and engineering judgment for CPCP task selection

Recommendation (including Implementation):

It is proposed to modify MSG-3 as follow:

5. Corrosion Prevention and Control Programs (CPCP)

A Corrosion Prevention and Control Program should be established to maintain the **aircraft's aircraft structure's** resistance to corrosion as a result of systematic (e.g. age related) deterioration through chemical and/or environmental interaction. This Program applies to damage tolerant and safe-life **structures structure defined as SSI**.

The program is expected to allow control of the corrosion on the aircraft to **Corrosion Level 1** or better. The CPCP should be based on the ED analysis, assuming an aircraft operated in a typical environment, **and if available, operator experience, engineering judgement and in-service data with similar design, materials, surface protection**. If corrosion is found to exceed Level 1 at any inspection time, the corrosion control program for the affected area must be reviewed by the operator with the objective to ensure Corrosion Level 1 or better.

Special care should be taken to ensure that tasks which cover CPCP requirements are properly identified in the MRB Report, including those transferred or consolidated in a different section than the Structure Section.

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NOTE: The original CIP proposal was submitted by Airbus

IMRBPB Position:	
Date:	
Position:	
Recommendation for Implementation:	

Status of the Issue Paper:	<input checked="" type="checkbox"/>	Active
	<input checked="" type="checkbox"/>	Incorporated in MSG-3 / IMPS (with details)
	<input checked="" type="checkbox"/>	Archived