

**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):**

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

Active

**Paper:**

Incorporated in MSG-3 / IMPS (with details)

Archived