International Maintenance Review Board Policy Board (IMRBPB)

Issue Paper (IP)

IP Number: IP 202
Initial Date (DD/MMM/YYYY): 24/Jun/2022
Revision / Date (DD/MMM/YYYY): Rev. 0 / 24/Jun/2022
Effective Date (DD/MMM/YYYY): 01/Oct/2022
Retroactivity (Y/N): N

Title:	Supplementary factors to be considered in the definition of the CPCP task
Submitter:	MPIG

Applies To:	
MSG-3 Vol 1	X
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 and in-service data 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 and in-service data with similar design, materials and 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.

NOTE: The original CIP proposal was submitted by Airbus

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IMRBPB Position:	
Date:	24 June 2022
Position:	Agreed, closed in 2022 meeting as IP 202
Recommendation for Implementation:	As per effective date

Status of the Issue Paper:	X	Active
		Incorporated in MSG-3 / IMPS (with details)
		Archived