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

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 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 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

IP Template Rev 6, dated 09 May 2019
**IMRBPB Position:**

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<tr>
<th>Date:</th>
<th>24 June 2022</th>
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<tbody>
<tr>
<td>Position:</td>
<td>Agreed, closed in 2022 meeting as IP 202</td>
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<td>Recommendation for Implementation:</td>
<td>As per effective date</td>
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**Status of the Issue Paper:**

- [X] Active
- [ ] Incorporated in MSG-3 / IMPS (with details)
- [ ] Archived