

**International Maintenance Review Board Policy Board (IMRBPB)**  
**Issue Paper (IP)**

*Initial Date: 28/Apr/2017*

*IP Number: IP163*

*Revision / Date: R0 / 28/Apr/2017*

**Title:** CPCP review as part of the periodic review

**Submitter:** EASA

| Applies To: |   |
|-------------|---|
| MSG-3 Vol 1 |   |
| MSG-3 Vol 2 |   |
| IMPS        | X |

**Issue:**

Corrosion Prevention Control Program (CPCP) is a certification requirement usually covered by the Environmental Deterioration analysis of the MRB process for an initial MRBR revision. The MRBR becoming a Means of compliance to the CPCP, it is important to follow-up the adequacy of the CPCP through the A/C life.

**Problem:**

Chapter 4.8.1 of the IMPS Issue 00 is requiring to have in the MRBR a means to report exceedance of level 1 corrosion. There is no indication on what to do with this information and when to present it.

**Recommendation (including Implementation):**

The proposal is to amend chapter 9.2 of the IMPS (Minimum content of a Periodic Review) to include an item related to the CPCP Review:

- Action Item status and previous Minutes of Meeting acceptance
- Changes in the team
- Planning of future activities
- Design change status impacting MSG3 analyses
- AFM-RFM revision and impact on the MRBR
- In-service main Issues and potential impact on MRBR
- **Review corrosion findings and their potential effect on the baseline CPCP program**
- Status and incorporation of Temporary Revisions
- Non-MSG3 derived requirements (e.g. Inspection Service Bulletin) for their potential impact on MSG3 analyses
- Changes to the operating environment and/or age of the aircraft fleet
- Changes in the applicability including fleet utilization and type of operation
- Fleet reliability status
- Status of sampling & assurance plans (e.g. Landing Gear, L/HIRF and Fatigue)
- Review of new IPs
- Feedback from certification activities impacting the MRBR (e.g. : changes in the ALS)
- New interpretations of MSG-3 requirements by the CA
- New retroactive airworthiness requirements
- Review of MWGs results

And to amend chapter 4.8.1 of the IMPS (Specific Considerations for Structures) to clarify the need of the reporting.

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“The MRBR ~~for~~ should contain information which requires a routine reporting of CPCP corrosion exceeding Level 1 to the TCH.” **These reports should be used to assess whether the current CPCP baseline scheduled maintenance requirements remain adequate.**

**IMRBPB Position:**

**Date:** 28/Apr/2017

**Position:** IMRBPB agrees to CIP EASA 2017-01 with the changes implemented at the IMRBPB Meeting 2017, which becomes IP163

**Date:**

**Position:**

**Status of Issue Paper and date:**

Active 28/Apr/2017

**Recommendation for implementation:**

IP163 will be included into the next revision of the IMPS document

**Retroactive: YES**

Existing PPH should be amended to include this change

**Important Note:** The IMRBPB IPs are not policy. An IP only becomes policy when the IP is adopted into the processes of the appropriate National Aviation Authority. However, before formal adoption, the IP content may be incorporated by the MRB applicant on a voluntary basis with the agreement of all parties as detailed in the program PPH.