


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<b>AD No.: 2015-0040</b>	
	<b>Date: 06 March 2015</b>	
<p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>		
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<b>Design Approval Holder's Name:</b>	<b>Type/Model designation(s):</b>	
EADS-CASA	CN-235 aeroplanes	
TCDS Number:	EASA.A.186	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 57</b>	<b>Wings – Aileron Fittings – Inspection</b>	
Manufacturer(s):	EADS-CASA; formerly Construcciones Aeronáuticas S.A.(CASA)	
Applicability:	CN-235, CN-235-100, CN-235-200 and CN-235-300 aeroplanes, all serial numbers.	
Reason:	<p>A CN-235 operator recently reported finding, during scheduled maintenance tasks, cracks on the lugs of the control rod fittings (inboard and outboard) of the ailerons [Right Hand (RH) and Left Hand (LH) side] of two aeroplanes. At the time of the finding, the two affected aeroplanes had accumulated between 16 000 and 17 000 flight hours (FH), around 6 000 flight cycles and had been in service for 20 years. Following the investigation results, it was determined that these cracks were due to stress corrosion.</p> <p>This condition, if not detected and corrected, could lead to aileron fittings failure, possibly resulting in reduced control of the aeroplane.</p> <p>To address this unsafe condition and verify the integrity of the fittings, EADS-CASA (Airbus Military) issued Alert Operators Transmission (AOT) CN235-57-0001 to provide instructions for a one-time Non-Destructive (NDT) inspection of the affected fittings for cracks and corrosion.</p> <p>For the reasons described above, this AD requires a one-time NDT inspection of the affected aileron fittings and, if discrepancies are detected, accomplishment of applicable corrective action(s).</p>	
Effective Date:	20 March 2015	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time as defined in Table 1 of this AD, as applicable, accomplish an NDT inspection of the affected aileron fittings in accordance with the instructions of EADS-CASA (Airbus Military) AOT-CN235-57-0001.</p> <p style="text-align: center;">Table 1 – NDT Inspection</p> <table border="1" data-bbox="568 371 1460 546"> <thead> <tr> <th colspan="2">Compliance Time (whichever occurs later, <b>A</b> or <b>B</b>)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><b>A</b></td> <td>Before exceeding 8 000 FH or 10 years, whichever occurs first since aeroplane first flight.</td> </tr> <tr> <td style="text-align: center;"><b>B</b></td> <td>Within 3 months after the effective date of this AD</td> </tr> </tbody> </table> <p>(2) If during the inspection as required in paragraph (1) of this AD, any crack or corrosion is detected, before next flight, contact EADS-CASA for approved repair instructions and, within the compliance time indicated in those instructions, accomplish the repair accordingly.</p>	Compliance Time (whichever occurs later, <b>A</b> or <b>B</b> )		<b>A</b>	Before exceeding 8 000 FH or 10 years, whichever occurs first since aeroplane first flight.	<b>B</b>	Within 3 months after the effective date of this AD
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<p>Ref. Publications:</p>	<p>EADS-CASA (Airbus Military) AOT-CN235-57-0001 original issue dated 26 February 2014 or Revision 1 dated 14 March 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>						
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 04 February 2015 as PAD 15-009 for consultation until 04 March 2015. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: EADS CASA (Airbus Military) Services / Engineering Support e-mail: <a href="mailto:MTA.TechnicalService@military.airbus.com">MTA.TechnicalService@military.airbus.com</a>. Fax: +34 91 585 3127</li> </ol> <p>For US operators, contact alternatively: e-mail: <a href="mailto:TechnicalSupport@airbusmilitaryna.com">TechnicalSupport@airbusmilitaryna.com</a>.</p>						