



Airworthiness Directive

AD No.: 2016-0064

Issued: 04 April 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

EADS CASA

Type/Model designation(s):

CN-235 aeroplanes

Effective Date: 18 April 2016

TCDS Number(s): EASA.A.186

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Lateral Beam between Frames 31 to 45 – Inspection

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 manufacturer serial numbers.

Reason:

During a scheduled visual inspection accomplished in accordance with the CN-235 Maintenance Review Board (MRB) Document task 53.160, cracking was found, affecting the rear fuselage lateral beam, both left hand (LH) and right hand (RH) sides. The investigation to determine the cause of these cracks is on-going.

This condition, if not detected and corrected, could lead to failure of the affected components, resulting in reduced structural integrity of the fuselage.

To address this potential unsafe condition, Airbus Defence and Space (D&S) issued Alert Operator Transmission (AOT) AOT-CN235-53-0002 Revision 1 (hereafter referred to as 'the AOT' in this AD) to provide inspection instructions.

For the reasons described above, this AD requires repetitive inspections of the rear fuselage lateral beam and its external area and, depending on findings, accomplishment of applicable corrective action(s).



Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

- (1) Within the compliance time as defined in Table 1 of this AD and, thereafter, at intervals not to exceed the values as defined in Table 2 of this AD, as applicable to aeroplane model, accomplish the inspections as specified in paragraphs (1.1) and (1.2) of this AD in accordance with the instructions of the AOT:
 - (1.1) A special detailed inspection of rear fuselage lateral beam between Frame (FR) 31 and FR45, LH and RH side.
 - (1.2) A detailed visual inspection of the external area of the rear fuselage lateral beam, LH and RH side.

Table 1 – Initial Inspection Interval

A or B, whichever occurs later	
A	Before exceeding 15 000 flight cycles (FC) or 15 000 flight hours (FH), whichever occurs first since aeroplane first flight
B	50 FC or 50 FH, whichever occurs first after the effective date of this AD

Table 2 – Repetitive Inspection Intervals

Aeroplane Model(s)	Compliance Time (whichever occurs first, FC or FH)
CN-235, CN-235-100	3 600 FC or 3 100 FH
CN-235-200	3 600 FC or 2 800 FH
CN-235-300	15 000 FC or 15 000 FH

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack or discrepancy is detected, before next flight, contact Airbus D&S to obtain approved repair instructions and, within the compliance time indicated in those instructions, accomplish the repair accordingly, including any post-repair maintenance task(s), as applicable.
- (3) Accomplishment of a repair on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, unless explicitly indicated in the affected repair instructions.
- (4) Inspections and corrective actions on aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus D&S AOT-CN235-53-0002 at original issue, are acceptable to comply with initial inspection and corrective action(s) as required by paragraphs (1) and (2) of this AD for that aeroplane.



Ref. Publications:

Airbus D&S AOT-CN235-53-0002 original issue, dated 28 August 2015 and Revision 1, dated 17 September 2015.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 19 February 2016 as PAD 16-028 for consultation until 18 March 2016. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact Airbus Defence and Space, Services / Engineering Support, Fax: +34 91 585 3127, E-mail: MTA.TechnicalService@airbus.com.
For US operators, contact alternatively E-mail: TechnicalSupport@airbusmilitaryna.com.

