



Airworthiness Directive

AD No.: 2020-0182R1

Issued: 29 October 2021

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS DEFENCE & SPACE S.A.

Type/Model designation(s):

C-212 aeroplanes

Effective Date: Revision 1: 05 November 2021
Original issue: 27 August 2020

TCDS Number(s): Spain No. 01-82

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2020-0182 dated 13 August 2020.

ATA 53 – Fuselage – Centre Wing Fairings / Frame 5 – Inspection

Manufacturer(s):

EADS-CASA, formerly Construcciones Aeronáuticas S.A. (CASA)

Applicability:

C-212-CB, C-212-CC, C-212-CD, C-212-CE, C-212-CF, C-212-DD, C-212-DE, C-212-DF, C-212-EE and C-212-VA aeroplanes, all manufacturer serial numbers (MSN), except those which, before the effective date of this AD, have been repaired in the affected area, as defined in this AD, in accordance with instructions approved by Airbus Defence & Space (D&S) DOA.

Definitions:

For the purpose of this AD, the following definitions apply:

The AOT: Airbus D&S Alert Operators Transmission (AOT) AOT-C212-53-0001 Revision 1.

The SB: EADS-CASA Service Bulletin (SB) SB-212-53-0054C original issue.

The affected area: Centre wing fairings at frame (FR) 5, around the wing leading edge, left-hand (LH) and right-hand (RH) sides.



Reason:

Cracks were found on the fuselage skin of C-212 aeroplanes, and on FR 5 underneath the skin, near the leading edge of the wing, on both LH and RH sides.

This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.

To address this potential unsafe condition, EADS-CASA published the SB, as defined in this AD, to provide instructions for a one-time detailed visual inspection (DVI) of the affected area.

Subsequently, Airbus D&S published AOT-C212-53-0001 original issue to provide instructions for repetitive DVI of the affected area. Prompted by finding cracks earlier than expected, that AOT was later revised to reduce the inspection thresholds and intervals, and EASA issued AD 2020-0182 to require repetitive DVI of the affected area and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, Airbus D&S published SB-C212-53-0055 providing instructions to reinforce the structure in the affected area.

For the reason described above, this AD is revised to add an optional terminating action for the repetitive inspections required by this AD.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the compliance times as specified in Table 1 of this AD, as applicable, and thereafter, at intervals not to exceed 1 750 flight hours (FH) or 1 750 flight cycles (FC), whichever occurs first, accomplish a DVI of the affected area in accordance with the instructions of the AOT.

Table 1 – Initial DVI

Aeroplane Inspection Status / Accumulated FH and FC (since aeroplane first flight)	Compliance Time (FH or FC, whichever occurs first)
Not previously inspected / less than 7 000 FH and 7 000 FC	Before exceeding 7 050 FH or 7 050 FC since aeroplane first flight
Not previously inspected / 7 000 FH or 7 000 FC, or more	Within 50 FH or 50 FC after 27 August 2020 [the effective date of the original issue of this AD]
Previously inspected / any number of FH and FC	Within 1 750 FH or 1 750 FC since the last inspection in accordance with the SB or the AOT at original issue, as applicable

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, as specified in the AOT, before next flight, contact Airbus D&S for approved instructions and accomplish those instructions accordingly.



Credit:

- (3) Inspection(s) and corrective action(s), accomplished on an aeroplane before 27 August 2020 [the effective date of the original issue of this AD] in accordance with the instructions of the AOT at original issue, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD for that aeroplane.

Terminating Action:

- (4) Modification of an aeroplane in accordance with the instructions of Airbus D&S SB-C212-53-0055 constitutes terminating action for the repetitive inspections as required by this AD for that aeroplane.
- (5) Accomplishment of corrective action(s) 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 specified otherwise in the instructions provided by Airbus D&S.

Ref. Publications:

Airbus D&S AOT-C212-53-0001 original issue dated 07 August 2019 or Revision 1 dated 30 January 2020.

Airbus D&S SB-C212-53-0055 original issue dated 19 April 2021.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

EADS-CASA SB-212-53-0054C original issue dated 05 November 2018.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 14 July 2020 as PAD 20-111 for consultation until 11 August 2020. 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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.



5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Defence & 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.

