



Airworthiness Directive

AD No.: 2023-0082

Issued: 18 April 2023

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS DEFENCE AND SPACE S.A.

Type/Model designation(s):

CN-235 aeroplanes

Effective Date: 02 May 2023

TCDS Number(s): EASA.A.186

Foreign AD: Not applicable

Supersedure: This AD supersedes Dirección General de Aviación Civil (DGAC) Spain AD No. 01/92, dated 14 January 1992.

ATA 57 – Wings – Flap Track Support Fittings – Inspection

Manufacturer(s):

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

Applicability:

CN-235, CN-235-100 and CN-235-200 aeroplanes, manufacturer serial numbers (MSN) up to 146 (inclusive).

Definitions:

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

Affected part: Wing flap track support left-hand (LH) and right-hand (RH) sides.

The MI: CASA Maintenance Instruction (MI) COM235-58.

The SB: Airbus Defence and Space (DS) Service Bulletin (SB) SB-235-57-15.



Reason:

Cracking of wing flap track lugs was reported on aeroplanes operating in highly corrosive environment.

This condition, if not detected and corrected, could lead to structural failure of the affected part, potentially resulting in structural failure of a wing flap track and reduced control of an aeroplane.

To address this potential unsafe condition, CASA (the former design approval holder) issued the MI to provide inspection instructions and consequently, DGAC Spain issued AD No. 01/92 to require repetitive inspections of each affected part.

Since that AD was issued, Airbus DS developed a modification reinforcing the fittings of the flap track attachments and implemented this design change in production from MSN 147 onwards. Additionally, Airbus DS issued the SB, providing instructions for modification of pre-MSN 147 aeroplanes.

For the reasons described above, this AD retains the requirements of DGAC Spain AD No. 01/92, which is superseded, reduces the Applicability, and introduces 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 time defined in Table 1 of this AD, and thereafter at intervals not to exceed 12 months, inspect each affected part in accordance with the instructions of the MI.

Table 1 – Flap Track Inspection (See Note 1 of this AD)

Service Life	Compliance Time (after 14 January 1992, the effective date of DGAC Spain AD No. 01/92)
Less than 2 000 flight hours (FH)	Within 48 months
2 000 FH or more	Before next flight

Note 1: Unless specified otherwise, the FH indicated in column 'Service Life' of Table 1 of this AD are those accumulated by an aeroplane, on 14 January 1992 [the effective date of DGAC Spain AD No. 01/92], since first flight.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, as defined in the MI, before next flight, contact Airbus DS for approved repair instructions and within the compliance time indicated thereto, accomplish the repair accordingly.



Credit:

- (3) Repair of an aeroplane, accomplished before the effective date of this AD in accordance with approved repair instructions provided by CASA, is acceptable to comply with the requirements of paragraph (2) of this AD for that aeroplane.

Terminating Action:

- (4) Accomplishment of a repair on an aeroplane, as required by paragraph (2), or as specified in paragraph (3), of this AD, as applicable, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, unless stated otherwise in those repair instructions.
- (5) Modification of each affected part on an aeroplane in accordance with the instructions of the SB constitutes terminating action for repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Ref. Publications:

CASA MI COM235-58 dated 21 November 1991.

Airbus DS SB-235-57-15 original issue dated 04 April 1995, or Revision 1 dated 16 March 1998, or Revision 2 dated 21 December 2000.

The use of later approved revisions of the above-mentioned documents 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 14 March 2023 as PAD 23-032 for consultation until 11 April 2023. 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 D&S Services / Engineering Support, Fax: +34 91 585 3127,
E-mail: MTA.TechnicalService@airbus.com.



For North American operators, contact alternatively
E-mail: TechnicalSupport@airbusmilitaryna.com.

