



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 20-111**

**Issued: 14 July 2020**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS DEFENCE & SPACE S.A.

**Type/Model designation(s):**

C-212 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

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

**Foreign AD:** Not applicable

**Supersedure:** None

## 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-DF, C-212-VA, C-212-DE and C-212-EE 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 the instructions of an Airbus Defence & Space (D&S) Repair Design and Approval Sheet (RDAS).

### Definitions:

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

**The AOT:** Airbus D&S 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 issued the SB to provide instructions for a one-time detailed visual inspection (DVI) of the affected area. Subsequently, Airbus D&S issued AOT-C212-53-0001 original issue to provide instructions for repetitive DVI of the affected area. Prompted by finding cracks earlier than expected, this AOT was recently revised to reduce the inspection thresholds and intervals.

For the reason described above, this AD requires repetitive DVI of the affected area and, depending on findings, accomplishment of applicable corrective action(s).

**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, 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

<b>Aeroplane Inspection Status / Accumulated FH and FC</b>	<b>Compliance Time</b> (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 the effective date 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, 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 the effective date of this AD in accordance with the instructions of the SB or 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) None

**Ref. Publications:**

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

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

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 11 August 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus Defence & Space Services / Engineering Support; Fax: +34 91 585 3127; E-mail: [MTA.TechnicalService@airbus.com](mailto:MTA.TechnicalService@airbus.com).

For US operators, contact alternatively: E-mail: [TechnicalSupport@airbusmilitaryna.com](mailto:TechnicalSupport@airbusmilitaryna.com).

