



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-036

Issued: 26 February 2025

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 AND SPACE S.A.

Type/Model designation(s):

C-212 aeroplanes

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

TCDS Number(s): EASA.A.187

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Inboard Upper Wing Skin Under Engine Nacelle – Inspection

Manufacturer(s):

Airbus Defence and Space, S.A., EADS Construcciones Aeronáuticas, S.A.U. (EADS-CASA), 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.

Definitions:

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

The AOT: Airbus Defence and Space (DS) Alert Operators Transmission (AOT) AOT-C212-57-0003.

Affected area: Inboard upper wing skin Part Number (P/N) 212-13103-05.3 under engine nacelle, left-hand and right-hand sides (the affected skin is part of the upper assembly P/N 212-13103.3).



Reason:

Occurrences of intergranular corrosion were found within the affected area. The observed corrosion is Level 3 type which is determined to be an airworthiness concern requiring an urgent action.

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

To address this potential unsafe condition Airbus DS issued the AOT to provide instructions for repetitive inspections of the affected area.

For the reasons described above, this AD requires repetitive detailed inspections (DET) of the affected area and, depending on findings, contacting Airbus DS for repair instructions. This AD also requires reporting no findings to Airbus DS.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspections:

- (1) Within the compliance time, as defined in Table 1 of this AD, and, thereafter, at interval not to exceed 8 years, inspect the affected areas in accordance with the instructions of the AOT.

Table 1 – DET Inspection

Accumulated Service Life (see Note 1 of this AD)	Compliance Time
19,5 years or more	Within 6 months after the effective date of this AD
Less than 19,5 years	Before exceeding 20 years since first flight

Note 1: The Accumulated Service Life indicated in Table 1 of this AD is that accumulated by the aeroplane on the effective date of this AD since its 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 AOT, before next flight, contact Airbus DS for approved instructions and accomplish those instructions accordingly.

Reporting:

- (3) If, during any inspection as required by paragraph (1) of this AD, no discrepancy is detected, within 30 days after that inspection, or after the effective date of this AD, whichever occurs later, report the inspection results to Airbus DS. The instructions for reporting provided in the AOT constitutes an acceptable method to comply with this requirement.

Terminating Action:

- (4) None.



Ref. Publications:

Airbus DS AOT-C212-57-0003 original issue dated 15 November 2024.

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

Remarks:

1. This Proposed AD will be closed for consultation on 26 March 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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.

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

