Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-043

Issued: 11 March 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):
CN-235 aeroplanes

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

TCDS Number(s): EASA.A.186

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Centre Wing Fuel Gauge – Inspection

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

Applicability:
CN-235, CN-235-100, CN-235-200 and CN-235-300 aeroplanes, all manufacturer serial numbers.

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

The AOT: Airbus DS Alert Operators Transmission (AOT) AOT-CN235-57-0002.

The affected area: Centre Wing Fuel Gauge Mount Area.

Reason:
A crack was found during a scheduled inspection between the forward fastener hole and the large middle hole on the centre wing skin at fuel gauge area.

It has been determined that similar cracks could affect other aeroplanes which might not be timely detected by the current maintenance inspection schedule.

This condition, if not detected and corrected, could lead to reduction of the wing panel strength, affecting the structural integrity of the aeroplane, and a fuel leakage.

To address this potential unsafe condition, Airbus DS issued the AOT to verify the integrity of the centre wing skin by repetitive High Frequency Eddy Current (HFEC) inspections of the external skin around the holes of the fuel gauge.

For the reason described above, this AD requires repetitive HFEC inspections of the affected area, as defined in this AD, and, depending on findings, contacting Airbus DS for repair instructions.

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:

Inspection(s):

(1) Within the compliance times, as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 700 flight cycles (FC) or 1 000 FH, whichever occurs first, as applicable, accomplish an HFEC inspection of the affected area in accordance with the instructions of the AOT.

Note 1: For the purpose of this AD, the HFEC inspections as required by this paragraph include inspections according to CN-235 Non-Destructive Testing Manual (NDTM) 57-12-03 and the procedure 7.1 (Inspection procedure around the holes) of the NDTM 57-12-03-501, as referenced “mandatory” in the AOT.

Table 1 – Compliance Time – Initial Inspection

A or **B** or **C**, whichever occurs later		
	Aeroplane Model	**FC** or **FH** accumulated since aeroplane first flight, whichever occurs first
A	CN-235 and CN-235-100	Before exceeding 9 000 FC or 7 800 FH
	CN-235-200	Before exceeding 8 500 FC or 6 800 FH
	CN-235-300 (excluding SM01 Version)	Before exceeding 8 500 FC or 7 400 FH
	CN-235-300 Version SM01	Before exceeding 7 091 FC or 22 004 FH
B	Within 50 FC or 50 FH after the effective date of this AD, whichever occurs first	
C	For aeroplanes on which, before the effective date of this AD, the Secondary Structural Element (SSE) WC0203 was inspected in accordance with the CN-235 Airworthiness Limitation Section (ALS) NDTM 57-12-03 inspection procedure: Within 1 100 FC or 1 900 FH, whichever occurs first after the latest ALS NDTM 57-12-03 inspection.	

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the AOT, before next flight, contact Airbus DS for approved repair instructions and accomplish those instructions accordingly.

Terminating Action:

(3) Accomplishment of the 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 otherwise stated in those repair instructions.

Ref. Publications:

Airbus DS AOT-CN235-57-0002 original issue dated 8 January 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 08 April 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 DS 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