

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p style="text-align: center;">AD No.: 2006 - 0351-E</p> <p style="text-align: center;">Date: 23 November 2006</p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
Type Approval Holder's Name :	Type/Model designation(s) :
EADS-CASA	C-212-Series aeroplanes
TCDS Number : Spain 01-82/8	
Foreign AD : not applicable	
Supersedure : none	
ATA 57	Wings - Centre Wing Lower Skin - Inspection
Manufacturer(s):	EADS-CASA (formerly Construcciones Aeronauticas S.A.)
Applicability:	C-212-Series aeroplanes all serial numbers currently or previously used for Maritime Patrol operations or other similar low altitude operations which include operating more than 10 % of flights at altitudes below 3.000 ft.
Reason:	<p>After initial examination of the evidences of a recent C-212 Maritime Patrol aircraft accident, cracks have been found in the centre wing lower skin at STA Y=1030. At the time of the accident, the aircraft had accumulated 17,000 flight hours and 7,300 flight cycles. These cracks are suspected to be caused by fatigue.</p> <p>The subject element is identified in Ref. 1 as a Principal Structural Element (PSE) with No. 57.212.06 and requested to be inspected at a threshold of 20,000 landings (subject to some operational constraints defined in Ref. 1) in accordance with the inspection method and sequence described in Ref. 2, Section 57-10-03.</p> <p>Ref. 1 document was made mandatory by DGAC-Spain Airworthiness Directive Nr. 02/88 (current status of that AD is revision 3, dated 4 February 2004, EASA approval No. 2004-1026).</p>

	<p>Fatigue cracking, if not timely detected, could lead to reduced structural integrity of the aircraft. This Emergency Airworthiness Directive (EAD) is intended to ensure that no other similarly operated C-212 aircraft could be affected by this problem, by mandating a one time inspection of the subject area, in accordance with the requirements under paragraph "Compliance" of this EAD.</p> <p>Inspection threshold as per AD 02/88 Rev. 3 remains valid and relevant inspections have to be performed in addition to the requirements of this EAD.</p>
Effective Date:	24 November 2006
Compliance:	<ol style="list-style-type: none"> 1. Aircraft having accumulated more than 8,000 flight hours or 3,600 landings at the effective date of this Emergency Airworthiness Directive: <ul style="list-style-type: none"> - Before further flight, perform Non Destructive Inspection (NDI) in accordance with Ref. 2, Section 57-10-03. 2. Aircraft having accumulated more than 5,600 flight hours or 2,400 landings at the effective date of this Emergency Airworthiness Directive: <ul style="list-style-type: none"> - Before accumulating 200 flight hours or 100 landings (whichever occurs first) from the effective date of this Emergency Airworthiness Directive, perform Non Destructive Inspection (NDI) in accordance with Ref. 2, Section 57-10-03. <p>A ferry flight in order to position the aircraft to a place where appropriate facilities for inspection will be available is allowed.</p> <p>In any of the cases above, if cracks are detected, no further flight is allowed. A detailed report should be sent to EADS-CASA (see address below) for evaluation.</p> <p>In any case, a confirmation of the accomplishment of this inspection is required to be sent to EADS-CASA.</p>
Ref. Publications:	<p>Ref. 1: C-212 Supplemental Inspection Document (SID) C-212-PV-02-SID.</p> <p>Ref. 2: C-212 Supplemental Inspection Procedures (SIP) C-212-PV-01-SIP.</p> <p>Ref. 3: EADS-CASA AOL 212-018, dated 22 November 2006 .</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any question concerning the technical content of the requirements in this AD, please contact: EADS-CASA, Military Transport Aircraft Division Integrated Customer Services, Technical Services Avenida de Aragón 404, 28022- MADRID, SPAIN Phone 34-91-624-6306 ; Fax 34-91-585-5505 E-mail: MTA.TechnicalService@casa.eads.net .