

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0131 Date: 25 June 2013 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Design Approval Holder's Name: EADS-CASA	Type/Model designation(s): CN-235-300 aeroplanes
TCDS Number:	EASA.A.186
Foreign AD:	Not applicable
Supersedure:	None
ATA 53	Fuselage – Centre Fuselage Lower Skin Panel – Inspection
Manufacturer(s):	EADS-CASA, formerly Construcciones Aeronáuticas S.A. (CASA)
Applicability:	CN-235-300 aeroplanes, manufacturer serial numbers (MSN) from C-143 through C-208 (inclusive).
Reason:	During delivery of a spare centre fuselage lower skin panel to a CN-235 aeroplane operator, a reduced thickness of the spare panel was identified. The affected panel is used as the lower part of the fuselage between Frame (FR) FR13 and FR21, and from Stringer (STR) 24 left hand (LH) side to STR24 right hand (RH) side. Several CN-235 aeroplanes could have been delivered with a reduced thickness panel. This condition, if not detected and corrected, could result in reduced fatigue and damage tolerant characteristics of the lower panel joint to the adjacent side panels and lead to failure of the part. To address this potentially unsafe condition, EADS-CASA issued All Operator Letter (AOL) 235-024 to provide instructions to determine correct centre fuselage lower panel configuration by accomplishing a detailed visual inspection (DVI) of affected fuselage area. For the reason described above, this AD requires a one-time inspection of the affected panel thickness at STR24 LH and STR24 RH. In case a non-conforming panel is found to be installed, this AD requires repetitive Non Destructive Testing (NDT) inspections and, depending on findings, the accomplishment of applicable corrective action(s).

Effective Date:	09 July 2013												
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) For aeroplanes with MSN C-143 to C-195, C-201 and C-202: Within the threshold as defined in Table 1 of this AD, as applicable to the aeroplane version, or within 10 flight cycles (FC) accumulated during no more than 30 days after the effective date of this AD, whichever occurs later, accomplish a DVI to determine the presence of panel thickness reduction of the lower panel joint with the side panels at STR24 LH and STR24 RH in accordance with instructions of EADS-CASA AOL 235-024 at Revision 1. Table 1 – Compliance time <table border="1"> <tr> <th>Aeroplane version(s)</th><th>Compliance time (FC accumulated since aeroplane first flight)</th></tr> <tr> <td>CG01, CL04, ED01, GC01, MM01 and SM01</td><td>1 900 FC</td></tr> <tr> <td>Any other version</td><td>3 800 FC</td></tr> </table> (2) For aeroplanes with MSN C-196 to C-200, C-203 to C-208 or aeroplanes with a reduced panel thickness identified during inspection as required by paragraph (1) of this AD: Initially within the threshold as defined in Table 1 of this AD, as applicable to the aeroplane version, or within 50 FC, whichever occurs later after the effective date of this AD, and thereafter at intervals not to exceed the value as defined in Table 2 of this AD, as applicable to the aeroplane version, accomplish a NDT inspection in accordance with the instructions of EADS-CASA AOL 235-024 at Revision 1. Table 2 – Repetitive Inspections <table border="1"> <tr> <th>Aeroplane version(s)</th><th>Inspection Interval (not to exceed)</th></tr> <tr> <td>CG01, CL04, ED01, GC01, MM01 and SM01</td><td>1 000 FC</td></tr> <tr> <td>Any other version</td><td>2 000 FC</td></tr> </table> (3) If, during any inspection as required by paragraph (2) of this AD, any discrepancy is detected, before next flight, contact EADS-CASA (Airbus Military) for approved repair instructions and accomplish those instructions accordingly. (4) Inspections, accomplished before the effective date of this AD, in accordance with the instructions of EADS-CASA AOL 235-024 at original issue, are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD. After the effective date of this AD, the instructions of EADS-CASA AOL 235-024 at Revision 1 (or later approved revisions) have to be used.	Aeroplane version(s)	Compliance time (FC accumulated since aeroplane first flight)	CG01, CL04, ED01, GC01, MM01 and SM01	1 900 FC	Any other version	3 800 FC	Aeroplane version(s)	Inspection Interval (not to exceed)	CG01, CL04, ED01, GC01, MM01 and SM01	1 000 FC	Any other version	2 000 FC
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Any other version	2 000 FC												
Ref. Publications:	EADS-CASA AOL 235-024 Revision 1, dated 01 March 2013. The use of later approved revisions of this document 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 24 May 2013 as PAD 13-066 for consultation until 19 June 2013. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information												

	Section, Executive 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 (Airbus Military) Services / Engineering Support E-mail: MTA.TechnicalService@military.airbus.com. Fax: +34 91 585 3127.
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