
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/CASA/1 Amdt 4 and issues the following AD under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Casa 212 Series Aeroplanes

AD/CASA/1 Fatigue Inspections and Retirement Lives 4/2004 **Amdt 5**

Applicability: All Model C-212-CB, -CC, -CD, -CE, -CF, -VA, -DD and -DF aircraft.

Requirement: 1. Inspect the Principal Structural Elements in accordance with the thresholds and intervals specified in CASA Document C-212-PV-02-SID dated 1 June 1997.

2. For Model C-212-CB aircraft, retire from service the horizontal stabiliser to fuselage attachments:

Replace part number 212-31101.05 attachment by the same part number attachment.

Replace part number 212-31102.05 attachment by the same part number attachment.

Note: Spain DGAC AD 02/88 Revision 3 refers.

Compliance: 1. Upon the accumulation of 20,000 landings or 20,000 flight hours, whichever occurs first.

For aircraft operating more than 10% of their flights at heights lower than 3,000 feet, or with an average flight duration exceeding 80 minutes, the operator must contact the manufacturer in order to confirm the applicability to the aircraft of the inspection requirements established in CASA document C-212-PV-02-SID. After the initial inspection, any such aircraft must have a document from the manufacturer, acceptable to the Authority, which specifies that the inspection requirements in CASA Document C-212-PV-02-SID remain appropriate, or which specifies new inspection requirements.

Thereafter, inspect at intervals established in the Requirement document or intervals adjusted to a particular type of operation, whichever is applicable.

2. Before the accumulation of 16,500 landings.

The compliance thresholds of the previous issue of this directive remain unchanged.

Casa 212 Series Aeroplanes

AD/CASA/1 Amdt 5 (continued)

This Amendment becomes effective on 15 April 2004.

Background: The original issue of this directive quoted retirement lives based on calculation. The manufacturer has completed an extensive series of fatigue tests resulting in a Structural Inspection Document, which is a significantly improved programme for maintaining structural airworthiness.

Amendment 4 was issued in response to the issue of a new Requirement document which contains volumes 1 and 2 of the previous document, while volume 3 is now contained in a separate document entitled "Supplemental Inspection Procedures".

Amendment 5 is issued in response to the issue of Revision 3 of the Requirement document, which requires replacement of the horizontal stabiliser to fuselage attachments on -CB model aircraft at retirement with attachments of the same part number.

Amendment 4 of this airworthiness directive became effective on 10 September 1998.

Amendment 3 of this airworthiness directive became effective on 27 April 1995.

The original issue of this airworthiness directive became effective on 31 March 1982.



David Villiers
Delegate of the Civil Aviation Safety Authority

5 March 2004