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## AIRWORTHINESS DIRECTIVE

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On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/CASA/26 Amdt 1 and issues the following AD under subregulation 39.001(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.

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### Casa 212 Series Aeroplanes

**AD/CASA/26  
Amdt 2**

**Steering System Hydraulic Installation**

**12/2008**

Applicability: All Model C-212 series aeroplanes.

- Requirement:
1. Unless previously accomplished, do the actions in Requirements (1)(a) and (1)(b) of this Directive in accordance with the applicable service bulletin.
    - (a) Rework the nose landing gear (NLG) in accordance with the Accomplishment Instructions of CASA Service Bulletin 212-32-21, Revision 2 dated 10 November 1987.
    - (b) Modify the hydraulic steering system of the NLG in accordance with the Instructions for Accomplishment of CASA Service Bulletin SB-212-32-22 Revision 2 dated 28 July 1997.
  2. Test the cable tension of the nosewheel steering system. Adjust the tension, if necessary. Accomplish these actions in accordance with CASA COM 212-172 Revision 4 dated 9 December 2002, or CASA COM 212-173 Revision 3 dated 22 February 1995; as applicable.
  3. Revise the Limitations Section of the Aeroplane Flight Manual (AFM) to include the following statement. This may be accomplished by inserting a copy of this AD in the AFM.

"Nose wheel malfunction during take-off run-Initiate or "perform" normal RTO procedures."

*Note 1: When a statement identical to that in Requirement 3 of this Directive has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this Directive may be removed from the AFM.*

4. Do not install on any aeroplane a NLG unless it has been reworked in accordance with paragraph (1)(a) of this AD.

*Note 2: Spanish AD 01/02 dated 17 April 2002 refers.*

## Casa 212 Series Aeroplanes

AD/CASA/26 Amdt 2 (continued)

Compliance: For Requirement 1 - Remains unchanged as: Before 30 May 2006.

For Requirement 2 - At intervals not to exceed 600 flight hours or whenever any abnormal vibration of the nosewheel steering system occurs.

For Requirement 3 - Remains unchanged as: Within 6 months after the effective date of the original issue of this Directive, unless previously accomplished

For Requirement 4 - From the effective date of this Directive.

This Amendment becomes effective on 20 November 2008.

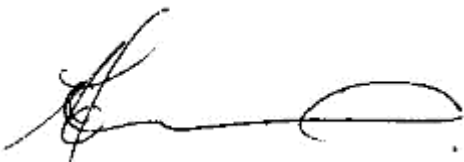
Background: This Directive requires rework of the nose landing gear; modification of the hydraulic steering system; a test of the cable tension for the nosewheel steering system when abnormal vibration occurs, and adjustment of the cable tension, if necessary; and a revision to the Limitations section of the aeroplane flight manual to include certain procedures to be performed during the takeoff run. This action is necessary to prevent failure of the auxiliary landing gear direction system, which could result in abnormal vibrations during takeoff and landing runs, and consequent reduced controllability of the aeroplane. This action is intended to address the identified unsafe condition.

Amendment 1 extended the compliance period for the replacement of certain parts due to the manufacturer being able to supply those parts in the required time frame. The other requirements detailed in this directive still remain in force to address the unsafe condition.

Amendment 2 corrects an error in the compliance section with regard to the inspection interval following any abnormal vibration within the nosewheel steering system occurs.

The original issue of this Directive became effective on 17 March 2005.

Amendment 1 of this Directive became effective 10 September 2005.



Charles Lenarcic  
Delegate of the Civil Aviation Safety Authority

9 October 2008