EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0251 **Date: 27 November 2012** 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 21A.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:	**Type/Model designation(s):**
EADS-CASA	C-212 aeroplanes

TCDS Number:	Spain No. 01-82
Foreign AD:	Not applicable
Supersedure:	None

ATA 76	**Engine Controls – Engine Power Control – Modification**
Manufacturer(s):	EADS-CASA, formerly Construcciones Aeronáuticas S.A.(CASA)
Applicability:	C-212-CB, C-212-CC, C212-CE, C-212-CD, C-212-DD, C212-DF and C-212-EE aeroplanes, all manufacturer serial numbers, except those that have been modified in production to incorporate modification (mod) 10515.
Reason:	An occurrence was reported where the propeller pitch control (PPC) lever disconnected from the engine (a TPE331-10R-511C) on a C-212-CC aeroplane. The result of the subsequent investigation revealed that the PPC lever disconnection occurred due to a missing bolt, which fixes the clamp that joins the PPC lever to the PPC rod. This condition, if not corrected, could lead to a loss of an affected propeller pitch control, possibly resulting in uncommanded change to the engine power settings and consequent reduced control of the aeroplane. To address this potential unsafe condition, EADS-CASA developed a modification (mod 10515) that eliminates the possibility of PPC shaft disconnection and made this available through Service Bulletin SB-212-76-0009 to be applied in service. For the reasons described above, this AD requires modification of PPC lever attachment system.
Effective Date:	11 December 2012

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Within 24 months after the effective date of this AD, modify the aeroplane engine power control in accordance with the accomplishment instructions of EADS-CASA SB-212-76-0009 Revision 1.
Ref. Publications:	EADS CASA (Airbus Military) SB-212-76-0009 Revision 1, dated 3 August 2012. 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 October 2012 as PAD 12-133 for consultation until 21 November 2012. 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 For US operators, contact alternatively: e-mail: TechnicalSupport@airbusmilitaryna.com.