


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0083</p> <p>Date: 05 April 2013</p> <p>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.</p>	
<p>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].</p>		
<p>Design Approval Holder's Name: EADS-CASA</p>		<p>Type/Model designation(s): C-212 aeroplanes</p>
TCDS Number:	Spain 01-82/8	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes EASA Emergency AD 2006-0359-E dated 29 November 2006.	
ATA 57	Wings – Outer to Centre Wing / Fittings – Inspection / Replacement	
Manufacturer(s):	EADS-CASA (formerly Construcciones Aeronáuticas S.A.)	
Applicability:	C-212-DF, C-212-EE aeroplanes, manufacturer serial numbers 456, 461 through 478 (inclusive).	
Reason:	<p>Cracks of outer to centre wing attachment fitting were detected on some in-production and in-service aeroplanes. Subsequent investigation results revealed that crack initiation was the result of a defective manufacturing process, applied by the attachment fitting supplier. The affected attachment fitting is classified by EADS-CASA as a Principal Structural Element (PSE), which is essential for maintaining overall wing structural integrity and contributing significantly to the carrying of flight and ground loads.</p> <p>This condition, if not detected and corrected, could lead to reduced structural integrity of the wing.</p> <p>To address this unsafe condition, EASA issued Emergency AD 2006-0359-E to require a one-time inspection of the affected wing fittings, and if any crack was detected, replacement of the cracked fitting with a serviceable part.</p> <p>Since that AD was issued, EADS-CASA issued All Operator Letter (AOL) 212-010 revision 4 which provides instructions for repetitive inspections of the affected outer-to-centre wing attachment fittings, and Service Bulletin (SB) SB212-57-44, to provide instructions for replacement of the affected wing attachment fittings with improved parts, which are less susceptible to cracking.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2006-0359-E, which is superseded, and additionally requires accomplishment of repetitive inspections of the affected outer-to-centre wing attachment fittings and introduces an optional terminating action for those repetitive inspections.</p>	

Effective Date:	19 April 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Re-statement of EASA AD 2006-0359-E requirements:</p> <p>(1) Before next flight after 01 December 2006 [the effective date of EASA AD 2006-0359-E], inspect the eight upper and lower fittings of outer and centre wing, left hand (LH) and right hand (RH) side, to determine the fitting material in accordance with the instructions of EADS-CASA Operator Communication (COM) 212-303.</p> <p>(2) If, during the inspection as required by paragraph (1) of this AD, it is determined that any of the eight upper and lower fitting of outer and centre wing, LH or RH side, as applicable, is manufactured from 7050-T7451 (L-3767-T7451) alloy, before next flight after 01 December 2006 [the effective date of EASA AD 2006-0359-E], remove the affected outer wing and accomplish a one-time inspection in accordance with the instructions of EADS-CASA COM 212-301 and EADS COM 212-302, as applicable.</p> <p>Note: For aeroplanes where all eight upper and lower fittings of outer and centre wing, LH and RH side, are found to be manufactured from 2024-T42 (L-3140-T42) alloy, no further action is required.</p> <p>New requirements of this AD:</p> <p>(3) For aeroplanes where any of the eight upper and lower fittings of outer and centre wing, LH and/or RH side, as applicable, are manufactured from 7050-T7451 (L-3767-T7451) alloy, for Maritime Patrol operation within 1 300 flight hours (FH) or 400 flight cycles (FC) or for Logistic Transport operation within 1 900 FH or 1 900 FC after the inspection required by paragraph (2) of this AD, or 3 months after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed the values stated in EADS-CASA AOL 212-010 revision 4, inspect the affected upper and lower fittings of outer and centre wing, LH and/or RH side, as applicable, in accordance with the instructions of EADS-CASA AOL 212-010 revision 4.</p> <p>(4) If, during any inspection as required by paragraph (2) or (3) of this AD, any crack is detected, before next flight, replace the affected fitting with a serviceable part in accordance with approved maintenance instructions.</p> <p>(5) Modification of an aeroplane by replacement of all upper and lower fittings of outer and centre wing, LH and RH side with improved parts, in accordance with instructions of EADS CASA SB212-57-44, constitutes terminating action for the repetitive inspection, as required by paragraph (3) of this AD for that aeroplane.</p> <p>(6) Inspections and replacement, accomplished before the effective date of this AD in accordance with the earlier issues of referenced instructions, as applicable, are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD, and the initial requirements of paragraphs (3) and (4) of this AD. After the effective date of this AD, the referenced (or later) issues of EADS-CASA instructions have to be used.</p>
Ref. Publications:	<p>EADS-CASA AOL 212-010 revision 4, dated 14 October 2009, EADS-CASA COM 212-301 revision 1, dated 4 March 2006, EADS-CASA COM 212-302 revision 1, dated 17 March 2006, EADS-CASA SB212-57-44 original issue, dated 17 March 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>

Remarks:	<ol style="list-style-type: none">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. <p>For any question concerning the technical content of the requirements in this AD, please contact:</p> <p>EADS CASA (Airbus Military) Services / Engineering Support e-mail: MTA.TechnicalService@military.airbus.com. Fax: +34 91 585 3127.</p>
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