AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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.

Casa 212 Series Aeroplanes

AD/CASA/27 Centre Wing Lower Skin 1/2007 DM

Applicability: Model C-212 series aircraft, which are currently being used or have previously been used for Maritime Patrol operations or other similar low altitude operations, which include operating more than 10% of flights at altitudes below 3,000 feet.

Requirement: 1. For aircraft that have accumulated more than 8,000 flight hours or 3,600 landings at the effective date of this Directive:

   Perform a Non Destructive Inspection (NDI) in accordance with C-212 Supplemental Inspection Procedures (SIP) C-212-PV-01-SIP document Section 57-10-03.

2. For aircraft that have accumulated more than 5,600 flight hours or 2,400 landings at the effective date of this Directive:

   Perform a Non Destructive Inspection (NDI) in accordance with C-212 Supplemental Inspection Procedures (SIP) C-212-PV-01-SIP document Section 57-10-03.

   A ferry flight with minimum crew is permitted in order to position the aircraft to where appropriate inspection facilities are located.

   Note: EASA Emergency AD 2006-0351-E refers.

Compliance: 1. Before further flight.

2. Within 200 flight hours or 100 landings after 28 November 2006, whichever occurs first.

This Airworthiness Directive becomes effective on 28 November 2006.

Background: Initial investigation of a recent C-212 Maritime Patrol aircraft accident has revealed cracks in the centre wing lower skin at STA Y=1030. The aircraft had accumulated 17,000 flight hours and 7,300 flight cycles. Fatigue cracking is suspected to be the cause.
The suspect element is identified in document C-212-PV-02-SID as a Principal Structural Element with No. 57.212.06 and an inspection threshold of 20,000 landings.

Spain AD 02/88 Revision 3 (AD/CASA/1 Amdt 5) remains valid and relevant inspections have to be performed in addition to the requirements of this Directive.

Undetected fatigue cracking could lead to reduced structural integrity of the aircraft.

James Coyne
Delegate of the Civil Aviation Safety Authority

24 November 2006