Airworthiness Directive

AD No.: 2020-0159

Issued: 16 July 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
AIRBUS DEFENCE & SPACE S.A.

Type/Model designation(s):
CN-235 and C-295 aeroplanes

Effective Date: 30 July 2020
TCDS Number(s): EASA.A.186
Foreign AD: Not applicable
Supersedure: None

ATA 53 – Fuselage – Rear Fuselage / Upper Stringers at Frame 43 – Inspection

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Manufacturer(s):
EADS-CASA, formerly Construcciones Aeronáuticas S.A. (CASA)

Applicability:
CN-235, CN-235-100, CN-235-200, CN-235-300 and C-295 aeroplanes, all manufacturer serial numbers.

Definitions:
For the purpose of this AD, the following definitions apply:

The applicable AOT: Airbus Defence & Space (D&S) Alert Operators Transmission (AOT) AOT-CN235-53-0004 Revision 2 and AOT-C295-53-0004 Revision 2, as applicable.

Groups: Group 1 aeroplanes are CN-235, CN-235-100, CN-235-200.
Group 2 aeroplanes are CN-235-300 and C-295.

Reason:
Cracks were found on certain CN-235 aeroplanes, on stringers P0 left-hand and P0 right-hand in the area of Frame (FR) 43. Due to the similarity in design, C-295 aeroplanes may also be affected.

This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus D&S issued AOT-CN235-53-0004 and AOT-C295-53-0004 original issue to provide instructions for a one-time detailed visual inspection (DVI). Revision 1 of these AOTs was subsequently issued to add new thresholds/grace periods and a new inspection method, also expanding the inspection area and to request repetitive inspections. Prompted by new crack findings adjacent to the inspected area, Airbus D&S recently issued the applicable AOT, as defined in this AD, to further expand the area to be inspected.

For the reasons described above, this AD requires repetitive DVI, or a combination of DVI and High Frequency Eddy Current (HFEC) inspections, of the affected area, as defined in the applicable AOT, and, depending on findings, accomplishment of applicable corrective action(s).

This AD is considered an interim action and further AD action may follow.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Within the compliance times as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceeed the values as specified in Table 2 of this AD, as applicable, accomplish a DVI, or DVI in combination with an HFEC, of the affected area in accordance with the instructions of the applicable AOT.

Table 1 – Initial Inspection (see Note 1 of this AD)

Group	Accumulated Flight Hours (FH) and Flight Cycles (FC)	Compliance Time
1	Less than 2 400 FH or 2 400 FC	Before exceeding 2 450 FH or 2 450 FC, whichever occurs first
	2 400 FH or 2 400 FC or more	During the next A-check, or within 300 FH after the effective date of this AD, whichever occurs later
2	Less than 1 400 FH or 1 400 FC	Before exceeding 1 450 FH or 1 450 FC, whichever occurs first
	1 400 FH or 1 400 FC or more, but less than 7 500 FH or 7 500 FC	During the next A-check, or within 300 FH after the effective date of this AD, whichever occurs later
	7 500 FH or 7 500 FC or more	Within 50 FH or 50 FC, whichever occurs first after the effective date of this AD

Note 1: Unless indicated otherwise, the FH and FC specified in Table 1 of this AD are those accumulated since first flight of the aeroplane.

Table 2 – Inspection Interval

Group	**Intervals** (as applicable, **A** or **B**)
1	**A:** Within 690 FH or 690 FC, whichever occurs first since the last DET
	B: Within 950 FH or 950 FC, whichever occurs first since the last DET + HFEC
2	**A:** Within 230 FH or 230 FC, whichever occurs first since the last DET
	B: Within 340 FH or 340 FC, whichever occurs first since the last DET + HFEC

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, as defined in the applicable AOT, before next flight, contact Airbus D&S for approved instructions and accomplish those instructions accordingly.

Terminating Action:

(3) None

Ref. Publications:

Airbus D&S AOT-CN235-53-0004 Revision 2 dated 25 March 2020.

Airbus D&S AOT-C295-53-0004 Revision 2 dated 25 March 2020.

The use of later approved revisions of the above-mentioned documents 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. 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 EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Defence and Space Services / Engineering Support, Fax: +34 91 585 3127, E-mail: MTA.TechnicalService@airbus.com.

   For US operators, contact alternatively: E-mail: TechnicalSupport@airbusmilitaryna.com.