



Ministerio de Obras Públicas, Transportes
y Medio Ambiente
Secretaría General para los Servicios
de Transportes
Dirección General de Aviación Civil

**AIRWORTHINESS
DIRECTIVE**

NUMBER:
01/96

SHEET:
1/4

AFFECTED PRODUCT: All CASA C-212 Aircraft Models.

MANUFACTURER: Construcciones Aeronáuticas, S.A. (CASA).

ISSUE DATE: April 30, 1996.

REFERENCE: CPCP C-212-PV01 original document or later approved revisions.

EFFECTIVE DATE: Upon reception.

DESCRIPTION: To preclude structural failure due to corrosion, accomplish each task defined in the Document CPCP C-212-PV01 dated March 31, 1995, issued by "Construcciones Aeronáuticas" and approved by the "Dirección General de Aviación Civil", or later approved revisions, in accordance with the procedures and schedule specified in the referred Document and in the paragraph "Compliance" of this Airworthiness Directive.

COMPLIANCE: Initial compliance of tasks defined in the reference document for each airplane area must occur in a period not exceeding the interval established in the referenced Document, and beginning one year after the effective date this A.D. or in the implementation age defined in the Document for that area, whichever occurs later.

THIS AIRWORTHINESS DIRECTIVE IS A TRANSLATION FROM THE SPANISH ORIGINAL ISSUE.



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For airplanes that are fifteen years old or older, since their manufacturing date, in the effective date of this A.D., initial compliance must occur for all areas within the intervals as described in the Document, or within four years, measured from a date one year after the effective date of this A.D., whichever occurs first.

In all cases, once the initial compliance period has been established for each area, accomplishment of the initial tasks by each operator must occur at a minimum rate equivalent to one airplane per year.

Corrosion tasks must be repeated at a time interval not to exceed the interval specified in the Document for each task.

The "Dirección General de Aviación Civil" may exceptionally approve for an interval, as defined above, to be increased by up to ten per cent, but not to exceed three months.

If, as a result of any inspection conducted in accordance with this AD, Level 3 corrosion (as defined in the reference document) is determined to exist in any area, accomplish either paragraph a) or b):



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a) A report of that finding must be submitted to the "Dirección General de Aviación Civil", so that it should be in this Agency no later than 7 days after the determination. Corrosion tasks in the affected areas on all Model C-212 series airplanes in the operator's fleet must be completed in that period.

b) Submit to the "Dirección General de Aviación Civil" for approval, so it should be in this Agency no later than 7 days after the determination, one of the following:

b.1.- A proposed schedule for performing the corrosion tasks in the affected areas on the remaining Model C-212 series airplanes in the operator's fleet, which is adequate to ensure that any other level 3 corrosion is detected in a timely manner, along with substantiating data for that schedule. Within this time schedule approved, the corrosion tasks in the affected areas of the remaining Model C-212 series airplanes in the operator's fleet must be accomplished.

b.2.- Data substantiating that the level 3 corrosion found is an isolated occurrence.

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If, as a result of any inspection after the initial inspection conducted in accordance with this A.D., it is determined that corrosion findings exceed level 1 in any area, a means to reduce future findings of corrosion in that area to level 1 or better must be proposed to "Dirección General de Aviación Civil" for approval, so that it should be in this Agency no later than 30 days after the determination. It should be implemented no later than 30 after its approval.

Reports of level 2 and level 3 corrosion must be submitted at least quarterly to "Construcciones Aeronáuticas S.A." in accordance with the referenced Document.

ADDITIONAL INFORMATION: For any additional information contact:
Dirección General de Aviación Civil.
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