



## Airworthiness Directive

**AD No.:** 2025-0070

**Issued:** 28 March 2025

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

AIRBUS DEFENCE AND SPACE S.A.

**Type/Model designation(s):**

C-212 aeroplanes

**Effective Date:** 11 April 2025

**TCDS Number(s):** EASA.A.187

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 57 – Wings – Inboard Upper Wing Skin Under Engine Nacelle – Inspection

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**Manufacturer(s):**

Airbus Defence and Space, S.A., EADS Construcciones Aeronáuticas, S.A.U. (EADS-CASA), Construcciones Aeronáuticas S.A. (CASA)

**Applicability:**

C-212-CB, C-212-CC, C-212-CD, C-212-CE, C-212-CF, C-212-DD, C-212-DE, C-212-DF, C-212-EE and C-212-VA aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**The AOT:** Airbus Defence and Space (DS) Alert Operators Transmission (AOT) AOT-C212-57-0003.

**Affected area:** Inboard upper wing skin Part Number (P/N) 212-13103-05.3 under engine nacelle, left-hand and right-hand sides (the affected skin is part of the upper assembly P/N 212-13103.3).



**Reason:**

Occurrences of intergranular corrosion were found within the affected area. The observed corrosion is Level 3 type which is determined to be an airworthiness concern requiring an urgent action.

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

To address this potential unsafe condition Airbus DS issued the AOT to provide instructions for repetitive inspections of the affected area.

For the reasons described above, this AD requires repetitive detailed inspections (DET) of the affected area and, depending on findings, contacting Airbus DS for repair instructions. This AD also requires reporting no findings to Airbus DS.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

**Inspections:**

- (1) Within the compliance time, as defined in Table 1 of this AD, and, thereafter, at interval not to exceed 8 years, inspect the affected areas in accordance with the instructions of the AOT.

Table 1 – DET Inspection

<b>Accumulated Service Life</b> (see Note 1 of this AD)	<b>Compliance Time</b>
19,5 years or more	Within 6 months after the effective date of this AD
Less than 19,5 years	Before exceeding 20 years since first flight

Note 1: The Accumulated Service Life indicated in Table 1 of this AD is that accumulated by the aeroplane on the effective date of this AD since its first flight.

**Corrective Action(s):**

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

**Reporting:**

- (3) If, during any inspection as required by paragraph (1) of this AD, no discrepancy is detected, within 30 days after that inspection, or after the effective date of this AD, whichever occurs later, report the inspection results to Airbus DS. The instructions for reporting provided in the AOT constitutes an acceptable method to comply with this requirement.

**Terminating Action:**

- (4) None.



**Ref. Publications:**

Airbus DS AOT-C212-57-0003 original issue dated 15 November 2024.

The use of later approved revisions of the above-mentioned 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 26 February 2025 as PAD 25-036 for consultation until 26 March 2025. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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 & Space Services / Engineering Support; Fax: +34 91 585 3127;  
E-mail: [MTA.TechnicalService@airbus.com](mailto:MTA.TechnicalService@airbus.com).

For US operators, contact alternatively: E-mail: [TechnicalSupport@airbusmilitaryna.com](mailto:TechnicalSupport@airbusmilitaryna.com).

