
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/JETSTREAM/11 Amdt 1 and issues the following 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.

British Aerospace BAe 3100 (Jetstream) Series Aeroplanes

AD/JETSTREAM/11 Nose Equipment Bay Spine Member 21/2010
Amdt 2

Applicability: Applicable to aircraft HP137 Mk1, Jetstream Series 200 and Jetstream Series 3100, constructor's numbers 601 to 614 inclusive, 616 and 617, unless modified in accordance with British Aerospace Service Bulletin Jetstream 53-JM5224.

Requirement: British Aerospace Alert Service Bulletin Jetstream 53-A-JA850610.

Note: UK CAA AD 015-09-85 refers.

Compliance: As specified in the Requirement document.

This Amendment becomes effective on 29 October 2010.

Inspection in accordance with Amdt 1 of this Directive constitutes inspection in accordance with Amdt 2.

Background: The Jetstream fatigue test identified cracks in the inner skin of the nose equipment bay spine in the area of the nose equipment bay door, front and rear hinge positions.

Amendment 1 introduced a modification kit which, when installed in accordance with 53-JM5224, eliminated the requirement for repetitive inspections.

This Amendment corrects an error in specification of the Requirement document, and adds a reference to the UK CAA AD.



Mike Higgins
Delegate of the Civil Aviation Safety Authority

15 October 2010