
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/JETSTREAM/72 Amdt 1 and issues the following AD under subregulation 39.1 (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/72 **Wing Lower Skin at Inboard End of** **2/2004**
Amdt 2 **Auxiliary Spar Boom**

Applicability: All Jetstream Series 3200 aircraft.

Requirement: Inspect in accordance with BAE Systems Mandatory Service Bulletin 57-JA 021140 Revision 1.

Compliance: As specified in the Requirement document.

This Amendment becomes effective on 19 February 2004.

Background: Cracks have been detected during fatigue testing. This Directive requires inspections to detect cracks before they grow to a critical length.

Amendment 1 introduced repeat inspections of the wing lower skin at the inboard end of the auxiliary spar boom and the main landing gear cut-out doubler between wing stations 64 and 70, left and right.

Amendment 2 is issued in response to a revision of the Requirement document, which details panel and shroud removal; omitted at the original issue of the Requirement document.



David Villiers
Delegate of the Civil Aviation Safety Authority

8 January 2004