

British Aerospace BAe 3100 (Jetstream) Series Aeroplanes

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**AD/JETSTREAM/83 Nose Wheel Steering - Inspection  
Amdt 1**

**8/99 TX**

**Applicability:** All British Aerospace Regional Aircraft HP137 Mk 1 Jetstream Series 200, 3100 and 3200 series aircraft.

**Requirement:** Inspect the nose wheel steering feedback system freeplay and self centring system in accordance with Jetstream Alert Service Bulletin 32-A-JA980840 Revision 3 dated 5 May 1999.

*Note: Jetstream ASB 32-A-JA980840 Revision 3 has been endorsed MANDATORY by the CAA UK.*

**Compliance:** Compliance is to be achieved as follows:

1. Aircraft with 15,000 or more landings - by 15 August 1999
2. Aircraft with between 10,000 and 14,999 landings - by 15 September 1999
3. Aircraft with 9,999 or less landings - by 15 October 1999

This Amendment becomes effective on 28 June 1999.

**Background:** Investigation of a recent accident revealed excessive free play between the steering handle or knob and the nose wheels due to wear in the steering selector differential, the two steering follow up mechanism toggle sub assemblies, the main upper toggle assembly and the main lower toggle assembly. This Directive originally introduced an inspection to ensure that any free play in the steering mechanism was within acceptable limits. The UK CAA has determined that the original inspection called up in SB 32-A-JA980840 Rev 2 was inadequate and has now determined that a completely new procedure is required to ensure the safety of the aeroplane.

This amendment mandates the re-inspection of all aircraft regardless of the outcomes and work performed under the original issue of the AD.

The original issue of this Airworthiness Directive became effective on 8 January 1999.