
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/JETSTREAM/87 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/87 Propeller Blade Inspection and Engine 1/2004 **Amdt 2 Ground Operation Limitation**

Applicability: Jetstream 3200 series aircraft with McCauley 4HFR34C653/L106FA-0 propellers installed.

Requirement: Install a placard limiting engine operation on the ground with a tailwind component in accordance with Accomplishment Instructions, paragraph B(2), of Jetstream Service Bulletin (SB) 61-JK12170 or 61-JK12170 Revision 1. Ensure maintenance staff and flight crews are aware of the new operating restrictions for engine operation on the ground.

Note : CAA (UK) AD 003-04-2000 and Jetstream mandatory SB 61-JK12170 Revision 1 refer.

Compliance: Remains unchanged as detailed in amendment 1 of this Directive; Unless previously accomplished, no later than 14 November 2000.

This Amendment becomes effective on 22 January 2004.

Background: This amendment updates the reference document. The mandatory inspection requirements that were transferred to AD/PMC/46 are no longer applicable due to the manufacturer introducing life limits for the propeller blades. Placarding of the cockpit is still required.

This action was prompted by the report of a large chordwise crack found in a propeller blade during overhaul. The potential for such cracks is considered to be associated with operating the engine on the ground with a tailwind component.

Amendment 1 of this Directive deleted the propeller inspection requirements that are now mandated in AD/PMC/46 because other aircraft types are affected.

British Aerospace BAe 3100 (Jetstream) Series Aeroplanes

AD/JETSTREAM/87 Amdt 2 (continued)

Amendment 1 of this Directive became effective on 2 November 2000.

The original issue of this Directive became effective on 14 June 2000.



Jim Coyne
Delegate of the Civil Aviation Safety Authority

4 December 2003