
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/JETSTREAM/93 and issues the following AD under subregulation 39.1 (1) of CAR 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/93 Vertical Stabiliser Attachment Fittings 4/2003 Amdt 1

Applicability: All Model 3100 and 3200 Series aircraft.

Requirement: Inspect in accordance with BAE Systems Mandatory Service Bulletin 55-JA020543.

Note: UK CAA AD 004-10-2002 refers.

Compliance: Carry out the initial inspection within 2 years after 17 April 2003. If Part 2 of the original Requirement document (SB 55-JA010941) was complied with, then the initial inspection requirements have been satisfied. If operators have removed the horizontal stabiliser and have carried out detailed visual inspections of the attachment fitting lugs, then the initial inspection requirements have been satisfied.

Accomplish repeat inspections after accomplishment of the initial inspection, at intervals not to exceed 8 years or 4,000 flight hours, whichever occurs first.

This Amendment becomes effective on 17 April 2003.

Background: Fretting corrosion was found during inspection of the horizontal and vertical stabiliser attachment bolts on in-service aircraft. The corrosion was found on the horizontal stabiliser attachment fitting lugs (forward and rear) and the vertical stabiliser attachment fitting lugs (rear).

Amendment 1 is issued in response to a new Requirement document, which introduces improved access, and, as a result, no credit can be taken for inspections carried out to the Maintenance Schedule or Service Bulletin 55-JA010941 Part 1. The corrosion treatment is moved into separate Service Bulletin 55-JA020544.

The original issue of this Airworthiness Directive became effective on 8 August 2002.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

5 March 2003