
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/95 Amdt 2 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/95 Steering Actuator Piston Rod Cracking 10/2009 Amdt 3

Applicability: Handley Page Ltd, Scottish Aviation Ltd, British Aerospace PLC, British Aerospace (Commercial Aircraft) Ltd, British Aerospace Regional Aircraft Ltd, Jetstream Aircraft Ltd and British Aerospace (Operations) Ltd. HP 137 Mk1, Jetstream Series 200, 3100 and 3200 aircraft if equipped with steering jack Part Number (P/N) 6182-2, P/N 6182-3 or P/N 6182-4.

Requirement: For aeroplanes equipped with steering jack P/N 6182-2, P/N 6182-3 or P/N 6182-4 incorporating Strike-off 4, installed by BAE Systems modification JM5414 (ref. BAE Systems SB 32-JM5414 dated 6 August 2004 and APPH SB 32-77 dated October 2003), the actions specified in Requirements 1 or 2 of this AD are not required.

- 1. For aeroplanes where SB 32-JA020741 dated 2 November 2002 (APPH SB 32-76 dated August 2003) has not been previously accomplished:**
 - a. Inspect the steering jack piston rod, check the torque of the end fitting and determine the safe life of the steering jack piston rod in accordance with paragraph 2, Part 1 of BAE Systems SB 32-JA030644 Revision 1 dated 19 August 2008.
 - b. If the piston rod is found cracked or unserviceable during the inspection as detailed in Requirement 1a. of this AD, remove the steering jack and replace it with a serviceable unit.
- 2. For aeroplanes on which BAE Systems SB 32-JA020741 (APPH SB 32-76) has previously been accomplished:**
 - a. Recalculate the safe life of the steering jack piston rod and re-torque the piston rod eye-end in accordance with paragraph 2, Part 2 of BAE Systems SB 32-JA030644 Revision 1.
 - b. If the piston rod is found unserviceable during the inspection as detailed in Requirement 2a. of this AD, remove the steering jack and replace it with a serviceable unit.

British Aerospace BAe 3100 (Jetstream) Series Aeroplanes

AD/JETSTREAM/95 Amdt 3 (continued)

3. For all aeroplanes:

Do not install a steering jack piston rod with P/N 6182-2, P/N 6182-3 or P/N 6182-4 on any aeroplane, unless it has been inspected and the safe life determined in accordance with paragraph 2 of BAE Systems SB 32-JA030644 Revision 1.

4. For aeroplanes modified in accordance with BAE Systems modification JM5414:

Do not install any NLG steering jack P/N 6182-2, P/N 6182-3 or P/N 6182-4 on that aeroplane, unless the unit has been modified in accordance with BAE Systems SB 32-JM5414 and APPH SB 32-77.

Note: EASA AD 2009-0135 dated 23 June 2009 refers. This AD supersedes UK CAA AD G-2004-0029.

Compliance: For Requirement 1.a. - Remains unchanged as detailed in amendment 2 of this AD as: Within 2 months after 22 April 2005 (the effective date of amendment 2 of this AD), unless previously accomplished.

For Requirement 1.b. - Before further flight.

For Requirement 2.a. - Remains unchanged as detailed in amendment 2 of this AD as: Within 3 months after 22 April 2005, unless previously accomplished.

For Requirement 2.b. - Before further flight.

For Requirement 3 - From the effective date of this AD.

For Requirement 4 - From the effective date of this AD.

This Amendment becomes effective on 24 September 2009.

Background: Cracks have been found in the steering jack piston rod adjacent to the eye-end and their origin is traceable to the application of a high torque applied to the eye-end during assembly of the unit. Severe cracking can lead to failure of the jack and loss of steering control.

Amendment 3 confirms that for aeroplanes incorporating BAE modification JM5414, no further action is required.

Amendment 2 of this AD corrected the typographical errors noted in Amendment 1.

Amendment 1 was issued after the manufacturer determined that the fatigue life of the subject component needed further revision and detailed the requirements for recalculating the safe life of the subject component.

British Aerospace BAe 3100 (Jetstream) Series Aeroplanes

AD/JETSTREAM/95 Amdt 3 (continued)

Amendment 2 of this AD became effective on 22 April 2005.

Amendment 1 of this AD became effective on 17 March 2005.

The original issue of this AD became effective 12 June 2003.

A handwritten signature in black ink, appearing to read 'James Coyne', with a stylized flourish at the end.

James Coyne
Delegate of the Civil Aviation Safety Authority

14 August 2009