
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/97 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/97 **Fuselage and Wing Structure Fatigue** **10/2004**
Amdt 1 **Damage - 1**

Applicability: All Model Jetstream Series 3200 aircraft.

Requirement: Inspect in accordance with BAE Systems Mandatory Service Bulletin (SB) 51-JA020940 Revision 1 or later EASA approved edition.

The original issue of the Requirement document contained a typographical error. If a detailed visual inspection was performed with the windows removed then full credit can be taken for the accomplishment of the initial inspection. If a detailed visual inspection was performed with the windows installed, the clarified NDI task stated in Revision 1 of the Requirement document, Appendix 1, Paragraph M, Part 14, must be performed before 1 July 2005. Thereafter, all subsequent window pan inspections are to be accomplished on or before the repeat interval stated in the Requirement document.

Note: UK CAA AD G-2004-0017 refers.

Compliance: At the initial and repeat inspection times specified in the Requirement document.

New requirements introduced by SB 51-JA020940 Revision 1, are stated in Paragraph M - Approval, Appendix 2, Part 1. For the tasks defined in SB 51-020940 Revision 1, Appendix 1, Paragraph M, Parts 14 and 15, where the initial inspection interval is stated as 25,800 landings or 10 years, the requirement: whichever occurs first, is to apply. Where the repeat inspection interval is stated as: 4,400 landings or 2 years, the requirement: whichever occurs first, is to apply. Where the inspection interval is stated as: 4,400 landings or D check, this is to be read as: 4,400 landings or 2 years, whichever occurs first.

This Amendment becomes effective on 30 September 2004.

Background: An extensive review of the results of the wing fatigue test and aircraft life extension investigation has been completed for Jetstream 3200 aircraft. This Directive introduces new and revised inspections of the fuselage and wing structure for fatigue damage.

British Aerospace BAe 3100 (Jetstream) Series Aeroplanes

AD/JETSTREAM/97 Amdt 1 (continued)

Amendment 1 is issued in response to a new CAA AD, which introduces a revision of the Requirement document with revised inspection techniques deemed necessary to adequately accomplish certain inspection tasks, and to specify grace periods applicable for aircraft that have exceeded the initial inspection thresholds.



David Villiers
Delegate of the Civil Aviation Safety Authority

5 August 2004