
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/106 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/106
Amdt 1**

Main Landing Gear Radius Rod

**10/2009
TX**

Applicability: Jetstream Series 3100 and 3200 aircraft, all serial numbers.

Requirement: Determine whether an affected radius rod is installed on the aircraft, as identified by serial number in paragraph 2.B of BAE Systems (Operations) Limited Alert Service Bulletin (ASB) 32-A-JA090640 Revision 2, or later EASA approved revision.

If one of the affected radius rods is found installed, before further flight, replace it with a serviceable unit.

From the effective date of this Directive, installation of an affected radius rod (as identified by serial number in the ASB) is prohibited unless it has been sent to an authorised overhaul agency for inspection and rectification, if necessary, and marking in accordance with APPH Ltd Service Bulletin 1847-32-14 and/or 1862-32-14, as applicable, or later approved revisions.

Note: EASA Emergency AD 2009-0181-E refers.

Compliance: Before further flight after 14 August 2009.

This Amendment becomes effective on 14 August 2009.

Background: BAE Systems was notified by the main landing gear radius rod manufacturer, APPH Ltd, that a batch of incorrectly manufactured Buffer Springs part number 184818 had been supplied to their parts distributor and MRO facilities in North America. There is a risk that any radius rod fitted with one of these incorrectly manufactured Buffer Springs could jam in an unlocked position. This condition, if not corrected, could result in main landing gear collapse.

Amendment 1 is issued to introduce ASB 32-A-JA090640 Revision 2, which identifies an additional seven affected radius rods by serial number.



David Villiers
Delegate of the Civil Aviation Safety Authority

13 August 2009