Airworthiness Directive

AD No.: 2017-0073

Issued: 27 April 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:
BAE SYSTEMS (OPERATIONS) LTD

Type/Model designation(s):
Jetstream 3100 and 3200 aeroplanes

Effective Date: 11 May 2017

TCDS Number(s): EASA.A.191

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2012-0036 dated 12 March 2012.

ATA 05 – Time Limits / Maintenance Checks – Corrosion Prevention and Control Programme – Amendment

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Manufacturer(s):
British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd, British Aerospace Regional Aircraft Ltd, Jetstream Aircraft Ltd and British Aerospace (Operations) Ltd

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

Reason:
Maintenance instructions for BAE Jetstream 3100 and 3200 aeroplanes, which are approved by EASA, are currently defined and published in the BAE Systems (Operations) Ltd Jetstream Series 3100 & 3200 Corrosion Prevention and Control Programme (CPCP) document, JS/CPCP/01. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

EASA issued AD 2012-0036 to require operators to comply with the inspection instructions as contained in the CPCP at Revision 6.

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Since that AD was issued, reports have been received of finding extensive corrosion. While affected areas are covered by an existing zonal inspection, it has been determined that this inspection is inadequate to identify the corrosion in those areas. Consequently, new inspection items 52-11-002 C1, 200/EX/01 C2, 500/IN/02 C1, 600/IN/04 C1 and 700/IN/04 C1 have been added to the CPCP at Revision 8.

For the reason described above, this AD retains the requirements of EASA AD 2012-0036, which is superseded, and requires accomplishment of the actions specified in BAE Systems (Operations) Ltd Jetstream Series 3100 & 3200 CPCP, JS/CPCP/01, Revision 8 (hereafter referred to as 'the CPCP' in this AD).

Required Action(s) and Compliance Time(s):
Required as indicated, unless accomplished previously:

CPCP Tasks:

(1) From the effective date of this AD, except as stated in paragraph (2) of this AD, accomplish all applicable maintenance tasks within the thresholds and intervals as specified in, and in accordance with the instructions of, the CPCP.

(2) Within 12 months after the effective date of this AD, and, thereafter, at the intervals as defined in the CPCP, accomplish the new and more restrictive tasks as listed in Table 1 of this AD.

Table 1 – New and more restrictive CPCP tasks

Task number	Description
52-11-002 C1	New inspection for passenger/crew door hinges and supporting structure
200/EX/01 C2	Existing inspection of vertical stabilizer rear spar upper attachment, extended to include centre - rudder hinge - fittings and vertical stabilizer lower rear spar fitting
500/IN/02 C1	New inspection, replacing the existing sampling programme in the maintenance schedule for the **main spar joint (Stn 223) attachment bolts**
600/IN/04 C1 & 700/IN/04 C1	New inspection, replacing the existing sampling programme in the maintenance schedule for the **engine support attachment bolts**

Corrective Action(s):

(3) In case of finding discrepancies (as defined in the CPCP) during accomplishment of any task as required by paragraph (1) or (2) of this AD, as applicable, within the compliance time specified in the CPCP, accomplish the applicable maintenance procedures for corrective action in accordance with the approved maintenance documentation. If no compliance time is identified in the CPCP, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the CPCP, before next flight, contact BAE Systems (Operations) Ltd for approved instructions and accomplish those instructions accordingly.

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Aircraft Maintenance Programme (AMP) Revision:

(4) Within 12 months after the effective date of this AD, revise the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the maintenance tasks and associated thresholds and intervals described in the CPCP, as applicable to aeroplane model.

Credit:

(5) For an AMP that, on the effective date of this AD, is already updated to incorporate the tasks as specified in CPCP Revision 6, that action ensures (see Note of this AD) the continued accomplishment of those tasks.
Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and more restrictive maintenance tasks, as applicable to aeroplane model, as defined in, and within the compliance times as specified in, the CPCP at Revision 7 and Revision 8, to comply with paragraphs (1) and (2) of this AD.
For that AMP, it is acceptable to incorporate the new and more restrictive tasks, as applicable to aeroplane model, as defined in the CPCP at Revision 7 and Revision 8, into the AMP to comply with paragraph (4) of this AD.

(6) For an AMP that, on the effective date of this AD, is already updated to incorporate the tasks as specified in CPCP at Revision 7, that action ensures (see Note of this AD) the continued accomplishment of those tasks.
Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and more restrictive maintenance tasks, as applicable to aeroplane model, as defined in, and within the compliance times as specified in, the CPCP at Revision 8, to comply with paragraphs (1) and (2) of this AD.
For that AMP, it is acceptable to incorporate the new and more restrictive tasks, as applicable to aeroplane model, as defined in the CPCP at Revision 8, into the AMP to comply with paragraph (4) of this AD.

Recording AD compliance:

(7) When the AMP of an aeroplane has been revised as required by paragraph (4), (5) or (6) of this AD, as applicable, that action ensures (see Note of this AD) continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (4), (5) or (6) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Note: For affected Jetstream Series 3100 and 3200 aeroplanes registered in Europe, complying with the approved AMP, as specified in paragraph (4), (5) or (6) of this AD, as applicable, is required by Commission Regulation (EU) No 1321/2014, Part M.A.301, paragraph 3.

Ref. Publications:

BAE Systems (Operations) Ltd Jetstream Series 3100 & 3200 CPCP JS/CPCP/01 Revision 8, dated 15 October 2016.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

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Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 28 March 2017 as PAD 17-041 for consultation until 25 April 2017. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. For any question concerning the technical content of the requirements in this AD, please contact: BAE Systems (Operations) Ltd, Business Support Team - Technical Publications, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, The United Kingdom; Telephone +44 1292 675207; Facsimile +44 1292 675704;
E-mail: RApublications@baesystems.com.

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