Airworthiness Directive

AD No.: **2017-0157**

Issued: **25 August 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: 08 September 2017

TCDS Number(s): EASA.A.191

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2006-0087 dated 18 April 2006.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations / Main and Nose Landing Gears – 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:
The airworthiness limitations for critical Main Landing Gear and Nose Landing Gear components installed on Jetstream 3100 and 3200 aeroplanes, which are approved by EASA, are currently defined and published in BAE Systems (Operations) Ltd Service Bulletin (SB) 32-JA981042. These instructions have been identified as mandatory actions for continued airworthiness.
Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2006-0087 to require implementation of the airworthiness limitations for critical landing gear components as specified in BAE Systems (Operations) Ltd SB 32-JA981042 at Revision 5.

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Since that AD was issued, two new Part Numbers (P/N) were introduced into service (alternative port and starboard axles P/N AIR141958 and P/N AIR141959 specific to Jetstream 3200). Consequently, BAE Systems (Operations) Ltd published SB 32-JA981042 Revision 7 (later revised) to introduce the associated life limits, and to introduce a life limit for the steering jack piston, which was found missing in the SB at Revision 5.

For the reason described above, this AD retains the requirements of AD 2006-0087, which is superseded, and requires implementation of the airworthiness limitations as specified in BAE Systems (Operations) Ltd SB 32-JA981042 at Revision 9 (hereafter referred to as 'the SB' in this AD).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Replacement of Life Limited Parts:

(1) From the effective date of this AD, replace each component before exceeding the applicable life limit, as specified in the SB, as applicable to aeroplane model and depending on aeroplane configuration.

Note 1: In case of unknown flight cycles (FC) accumulated, the SB provides instructions to establish the total FC since new for each critical component.

Aircraft Maintenance Programme (AMP) Revision:

(2) 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 limitations described in the SB, as applicable to aeroplane model and depending on aeroplane configuration.

Credit:

(3) For an AMP that, on the effective date of this AD, is already updated to incorporate the life limitations as specified in BAE Systems (Operations) Ltd SB 32-JA981042 at Revision 5, that action ensures (see Note 2 of this AD) the continued accomplishment of those limitations. Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and more restrictive limitations, as defined in BAE Systems (Operations) Ltd SB 32-JA981042 at Revision 9, to comply with paragraph (1) of this AD.
For that AMP, it is acceptable to incorporate the new and more restrictive limitations, as defined in BAE Systems (Operations) Ltd SB 32-JA981042 at Revision 9, into the AMP to comply with paragraph (2) of this AD.

Recording AD compliance:

(4) When the AMP of an aeroplane has been revised as required by paragraph (2) or (3) of this AD, as applicable, that action ensures (see Note 2 of this AD) continued accomplishment of the tasks as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (2) or (3) 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.

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Note 2: For affected Jetstream 3100 and 3200 aeroplanes registered in Europe, complying with the approved AMP, as specified in paragraph (2) or (3) of this AD, as applicable, is required by Commission Regulation (EU) 1321/2014, Part M.A.301, paragraph 3.

Ref. Publications:

BAE Systems (Operations) Ltd SB 32-JA981042 Revision 9, dated 11 July 2017.

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

Remarks:

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

2. This AD was posted on 21 July 2017 as PAD 17-097 for consultation until 18 August 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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