


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2015-0063	
	Date: 22 April 2015	
<p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>		
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Design Approval Holder's Name:	BAE SYSTEMS (OPERATIONS) Ltd	Type/Model designation(s): Jetstream Series 3200 aeroplanes
TCDS Number:	EASA.A.191	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 57	Wings – Wing Main Spar – Inspection	
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 3200 aeroplanes, all models, all serial numbers, if modified in service in accordance with BAE Systems (Operations) Ltd Service Bulletin (SB) 05-JM8229.	
Reason:	<p>The Jetstream 3200 Life Extension Programme (LEP) permits the airframe life limit to be extended from 45 000 flight cycles (FC) to 67 000 FC. Entry into the LEP requires operators to accomplish inspections specified in the Jetstream 3200 Supplemental Structural Inspections Document (SSID). SSID task 57-10-227 is the inspection requirement for the wing main spar at Rib 36. The threshold for task 57-10-227 is 48 000 FC, with a repeat interval of 16 800 FC, using a Special Detailed Inspection (SDI). Development of the in-service SDI technique required for SSID task 57-10-227 was delayed by BAE Systems (Operations) Ltd, as a result of which it is not formally part of the LEP and may therefore not be accomplished as intended.</p> <p>This condition, if not corrected, could lead to cracks in the wing main spar remaining undetected, possibly resulting in failure of the wing and loss of the aeroplane.</p> <p>To address this potential unsafe condition, BAE Systems (Operations) Ltd issued SB 57-JA140140 to provide SDI instructions for the wing main spar at Rib 36, which includes a reduced repeat inspection interval.</p>	

	<p>For the reasons described above, this AD requires repetitive inspections of the wing main spar around Rib 36 to detect cracks and, depending on findings, accomplishment of the applicable corrective action(s).</p> <p>The SSID will be revised in due course to include the SDI.</p>
Effective Date:	06 May 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously.</p> <p>(1) Before exceeding 53 950 FC since aeroplane first flight, or within 50 FC after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 14 300 FC, accomplish an Eddy Current (EC) and an X-Ray inspection of the wing main spar around Rib 36 in accordance with the instructions of BAE Systems (Operations) Ltd SB 57-JA140140.</p> <p>(2) If, during any inspection as required by paragraph (1) of this AD, any crack or corrosion is found, before next flight, contact BAE Systems (Operations) Ltd for approved repair instructions and accomplish those instructions accordingly.</p> <p>(3) Repair of an aeroplane as required by paragraph (2) of this AD does not constitute terminating action for the repetitive SDI as required by paragraph (1) of this AD for that aeroplane, unless the approved repair instructions state otherwise.</p>
Ref. Publications:	<p>BAE Systems (Operations) Ltd SB 57-JA140140, original issue dated 26 June 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. This AD was posted on 23 March 2015 as PAD 15-027 for consultation until 20 April 2015. No comments were received during the consultation period. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. For any question concerning the technical content of the requirements in this AD, please contact: BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; Telephone +44 1292 675207, Facsimile +44 1292 675704; E-mail: RApublications@baesystems.com.