EASA	AIRWORTHINESS DIRECTIVE
	AD No : 2008-0040 **Date: 27 February 2008**

No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder's Name:	**Type/Model designation(s):**
BAE SYSTEMS (OPERATIONS) LTD	Jetstream 4100 series aircraft

TCDS Number: United Kingdom No. BA 27

Foreign AD: Not applicable

Supersedure: None

ATA 28	**Fuel System – Tank Bonding Leads – Inspection / Replacement; and** **Fuel Pipe Clearances – Inspection / Adjustment**
Manufacturer(s):	Jetstream Aircraft Ltd, British Aerospace Regional Aircraft Ltd and British Aerospace (Operations) Ltd
Applicability:	Jetstream 4100 Series aeroplanes, all models, all serial numbers.
Reason:	Resulting from the assessment of fuel tank wiring installations required by SFAR 88 and equivalent JAA/EASA policy, BAE Systems identified two features in the Jetstream 4100 where the need for design changes was apparent. One of these is addressed by Service Bulletin (SB) J41-28-013 which introduces additional bonding leads between pipes, structure and various components to improve the electrical bond paths within the fuel tank areas. This design change is identified by modification number JM41659. Additionally, SB J41-28-013 provides instructions to inspect the existing bonding leads, to replace any defective leads and to examine all fuel system pipe runs in the wings to ensure appropriate clearances are maintained. Insufficient or defective bonding in the fuel tank area, if not corrected, could lead to ignition of fuel vapours and subsequent fuel tank explosion. For the reason stated above, this EASA Airworthiness Directive (AD) requires the installation of additional bonding leads, inspection of existing bonding leads and all fuel system pipe runs in the wings and follow-on corrective actions, as necessary.
Effective Date:	12 March 2008

Compliance	Required as indicated, unless accomplished previously: At the next major inspection or wing tank access, or within 24 months after the effective date of this AD, whichever occurs first, carry out the following actions: (1) Inspect the bonding leads between ribs 1 and 9, and between ribs 16 and 19, in the left (LH) and right (RH) wings in accordance with paragraph 2B(2) of BAE Systems (Operations) Ltd Service Bulletin J41-28-013 Revision 1 and, before next flight, replace any defective bonding leads with airworthy parts; (2) Examine all fuel system pipe runs inside the LH and RH wings in accordance with paragraph 2B(3) of BAE Systems (Operations) Ltd Service Bulletin J41-28-013 Revision 1 and, if incorrect clearances are found, before next flight, adjust clearances; (3) Install additional electrical bonding of components within the LH and RH wings in accordance with paragraphs 2B(4) to 2B(15) of BAE Systems (Operations) Ltd Service Bulletin J41-28-013 Revision 1.
Ref. Publications:	BAE Systems (Operations) Limited SB J41-28-013 Revision 1. 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 accept Alternative Methods of Compliance for this AD. 2. This AD has been published as PAD 08-013 on 28 January 2008 for consultation until 25 February 2008. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the AD Focal Point – Certification Directorate, EASA, E-mail: ADs@easa.europa.eu . 4. For any questions concerning the technical content of the requirements in this AD, please contact: BAE Systems (Operations) Ltd, Project Management Group, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland. Telephone: +44 1292 675207; Fax: +44 1292 675704; E-mail: RApublications@baesystems.com