


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2015-0099</b></p> <p><b>Date: 03 June 2015</b></p> <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>		
<p><b>Design Approval Holder's Name:</b> BAE SYSTEMS (OPERATIONS) Ltd</p>	<p><b>Type/Model designation(s):</b> Jetstream 4100 aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.189</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<p><b>ATA 27</b></p>	<p><b>Flight Controls – Elevator Trim Circuit – Inspection / Modification</b></p>	
<p>Manufacturer(s):</p>	<p>British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd, British Aerospace Regional Aircraft Ltd, Jetstream Aircraft Ltd and British Aerospace (Operations) Ltd.</p>	
<p>Applicability:</p>	<p>Jetstream 4100 aeroplanes, all models, all serial numbers.</p>	
<p>Reason:</p>	<p>An in-service event was reported of the Pitch Trim jammed in the fully down position. During the event, the trim circuit was adjusted fully nose down and the swaged stop on the trim cable passed beyond the stop plates. With gear down and the autopilot disconnected, the aeroplane pitched nose down and, even with the control column pulled fully back, the pilot was unable to prevent descent. The trim circuit was freed and control restored by the combined efforts of both pilots turning the trim handwheels, which forced the swaged stop on the trim cable back past the broken stop plates. The results of the technical investigation revealed that the pitch trim servo motor travel stops were incorrectly adjusted, allowing the servo motor to force contact of the swaged stop on the trim cable with the stop plates, and parts of the stop plates breaking off.</p> <p>This condition, if not detected and corrected, could lead to loss of control of the elevator trim, possibly resulting in reduced control of the aeroplane.</p> <p>To address this unsafe condition, BAE Systems (Operations) Ltd issued Inspection Service Bulletin (ISB) 27-068 to provide instructions to inspect and correct pitch trim servo motor travel stop adjustment and to install new stop plates made of improved (more robust) material.</p> <p>For the reasons described above, this AD requires a one-time inspection to</p>	

	correct adjustment of the pitch trim servo motor travel stops to prevent the jam condition and, if damage is found, replacement of the stop arms and plates.
Effective Date:	17 June 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 30 days after the effective date of this AD accomplish a one-time inspection of the pitch trim travel stops in accordance with the instructions of BAE Systems (Operations) Ltd SB J41-27-068.</p> <p>(2) If, during the inspection as required by paragraph (1) of this AD, any damage is found to the stop arms, before next flight, replace the stop arms and install new stop plates in accordance with the instructions of the BAE Systems (Operations) Ltd SB J41-27-068.</p>
Ref. Publications:	<p>BAE Systems (Operations) Ltd, ISB J41-27-068 original issue dated 21 January 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 29 April 2015 as PAD 15-055 for consultation until 27 May 2015. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. 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: <a href="mailto:RApublications@baesystems.com">RApublications@baesystems.com</a>.</li> </ol>