



# Notification of a proposal to issue an Airworthiness Directive

**PAD No.: 17-041**

**Issued: 28 March 2017**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

BAE SYSTEMS (OPERATIONS) LTD

**Type/Model designation(s):**

Jetstream 3100 and 3200 aeroplanes

**Effective Date:** [TBD – standard: 14 days after AD issue date]

**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

### 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.

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

<b>Task number</b>	<b>Description</b>
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 <b>main spar joint (Stn 223) attachment bolts</b>
600/IN/04 C1 & 700/IN/04 C1	New inspection, replacing the existing sampling programme in the maintenance schedule for the <b>engine support attachment bolts</b>

#### **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.

#### **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.

**Remarks:**

1. This Proposed AD will be closed for consultation on 25 April 2017.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of the requirements in this PAD, 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](mailto:RApublications@baesystems.com).

