


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0036</p> <p>Date: 12 March 2012</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 EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 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>Type Approval Holder's Name :</p> <p>BAE SYSTEMS (OPERATIONS) LTD</p>	<p>Type/Model designation(s) :</p> <p>Jetstream Series 3100 and 3200 aeroplanes</p>
TCDS Number:	EASA.A.191
Foreign AD:	Not applicable
Supersedure:	This AD supersedes UK CAA AD 003-04-94
ATA 05	Time Limits / Maintenance Checks – Corrosion Prevention and Control Programme – Implementation
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:	<p>Compliance with the inspections in the Corrosion Prevention and Control Programme (CPCP) has been identified as a mandatory action for continued airworthiness and UK CAA AD 003-04-94 was issued to require operators to comply with those inspection instructions.</p> <p>Since the issuance of that AD, reports have been received of finding extensive corrosion on the rudder upper hinge bracket. Although there is an existing zonal inspection of the area in the CPCP, it has been concluded that this is inadequate to identify the corrosion on this bracket and consequently, a new specific inspection of the rudder upper hinge bracket, task 200/EX/01 C2, has been added to the CPCP, currently at Revision 6. Failure of the rudder upper hinge bracket could lead to the onset of flutter and loss of control of the aeroplane.</p> <p>In addition, although the CPCP already included a wing internal inspection to check for corrosion and to verify that all drainage paths are clear, prompted by feedback from the fleet sampling programme, a new, more specific, inspection of wing stations 36, 51 and 83, together with a check of the drainage paths, has been introduced into the CPCP through task 3/400/IN/01 C2. Failure to comply with these instructions could result in an unsafe condition.</p> <p>For the reasons described above, this AD retains the requirements of UK CAA AD 003-04-94, which is superseded, and requires the implementation of the new inspections.</p>

Effective Date:	26 March 2012
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) After the effective date of this AD, except as provided by 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, BAE Systems (Operations) Ltd Jetstream Series 3100 & 3200 CPCP, JS/CPCP/01 at Revision 6. (2) Within 2 years after the effective date of this AD, carry out initial inspections in accordance with tasks 200/EX/01 C2 and 3/400/IN/01 C2 in BAE Systems (Operations) Ltd Jetstream Series 3100 & 3200 CPCP, JS/CPCP/01, Revision 6. (3) In case of finding any discrepancy, particularly corrosion, during inspections as required by paragraphs (1) and (2) of this AD, within the applicable compliance time specified in BAE Systems (Operations) Ltd Jetstream Series 3100 & 3200 Corrosion Control & Prevention Programme, JS/CPCP/01, Revision 6, repair or replace, as applicable, all damaged structural parts and components and accomplish the applicable maintenance procedures for corrective action in accordance with the approved maintenance documentation. If no compliance time is defined, accomplish the applicable corrective action before next flight. (4) Compliance with the requirements of paragraphs (1) and (2) of this AD can be demonstrated by: <ol style="list-style-type: none"> (4.1) Revising as follows, unless accomplished previously, the approved aircraft maintenance programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane: <p>Incorporate all applicable maintenance requirements included in BAE Systems (Operations) Ltd Jetstream Series 3100 & 3200 Corrosion Control & Prevention Programme, JS/CPCP/01, Revision 6, and</p> (4.2) Complying with the approved AMP described in paragraph (4.1) of this AD.
Ref. Publications:	<p>BAE Systems (Operations) Ltd Jetstream Series 3100 & 3200 Corrosion Prevention and Control Programme, JS/CPCP/01, Revision No. 6, dated 15 November 2010.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 31 January 2012 as PAD 12-006 for consultation until 28 February 2012. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. 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, 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.