



**United Kingdom
Civil Aviation Authority**

**AIRWORTHINESS
DIRECTIVE**

AD No: G-2004-0017

Issue Date: 22 July 2004

This AD is issued by the UK CAA acting for and on behalf of the European Aviation Safety Agency as the Primary Aviation Authority (ICAO Annex 8 Authority of State of Design) for the affected product(s).

Approved by the European Aviation Safety Agency under approval number 2004-7765 on 16 July 2004.

In accordance with Article 9(7)(b) of the Air Navigation Order 2000 as amended the following action required by this Airworthiness Directive (AD) is mandatory for applicable aircraft registered in the United Kingdom.

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

Type Approval Holders Name:

BAE SYSTEMS (OPERATIONS) LIMITED

Type/Model Designation(s):

**BRITISH AEROSPACE REGIONAL
AIRCRAFT JETSTREAM SERIES 3200**

Type Certificate Data Sheet No: BA15

Superseded AD: 003-05-2003

**ATA 51 - STRUCTURES - INSPECTION -
INTRODUCTION OF NEW AND REVISED INSPECTIONS FOR FATIGUE DAMAGE**

Manufacturer(s): Scottish Aviation Ltd, Jetstream Aircraft Ltd, British Aerospace (Regional Aircraft) Ltd, British Aerospace (Operations) Ltd, BAE Systems (Operations) Ltd.

Applicability: Model British Aerospace Regional Aircraft Jetstream 3200 Series aeroplanes, certificated in any category.

Reason: A review of the Jetstream 3200 structure has been completed as part of an aircraft life extension investigation. This has generated a series of additional safety related inspections of the fuselage and wing structures. Details of these inspections were published in BAE Systems Service Bulletin (SB) 51-JA020940, Original Issue dated 22 August 2003.

This Airworthiness Directive (AD) supersedes CAA AD 003-05-2003 and mandates the contents of Revision 1 of BAE Systems Service Bulletin 51-JA020940. The SB now contains revised inspection techniques deemed necessary to adequately accomplish certain inspection tasks, and to specify grace periods applicable for aircraft that have exceeded the initial inspection thresholds specified in the SB.

Effective Date: 5 August 2004

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Compliance/Action: From the effective date of this AD perform the inspections at the threshold and intervals specified in BAE Systems Service Bulletin 51-JA020940, Revision 1, STRUCTURES - Introduction of New and Revised Inspections for Fatigue Damage, dated 20 May 2004, or later EASA approved revision. If any damage is found, repairs must be performed in accordance with the aircraft structural repair manual or other approved repair scheme.

For the inspection task defined in BAE Systems Service Bulletin 51-JA020940, Revision 1, Appendix 1, Paragraph M, Part 14 (Inspection of Window Pans), attention is drawn to the fact that the Service Bulletin in original issue contained a typographical error. This may have resulted in confusion as to the level of inspection required. If a detailed visual inspection was performed with the windows removed then full credit can be taken for the accomplishment of the initial inspection. If a detailed visual inspection was performed with the windows installed the clarified Non Destructive Inspection task stated in BAE Systems Service Bulletin 51-JA020940, Revision 1, Appendix 1, Paragraph M, Part 14, must be performed before 1 July 2005. Thereafter, all subsequent Window Pan inspections are to be accomplished on or before the repeat interval stated in BAE Systems Service Bulletin 51-JA020940, Revision 1 or later EASA approved revision.

Credit may be taken for the remaining inspections previously accomplished in accordance with BAE Systems Service Bulletin 51-JA020940, Original issue, where the inspection task is unchanged by BAE Systems Service Bulletin 51-JA020940, Revision 1.

Notes: New requirements introduced by SB 51-JA020940, Revision 1, are stated in Paragraph M - Approval, Appendix 2, Part 1. For the tasks defined in SB 51-JA020940, Revision 1, Appendix 1, Paragraph M, Parts 14 and 15, where the initial inspection interval is stated as 25,800 landings or 10 years, the requirement: whichever occurs first, is to apply. Where the Repeat inspection interval is stated as: 4400 landings or 2 years, the requirement: which ever occurs first, is to apply. Where the inspection interval is stated as: 4400 landings or D check, this is to be read as: 4400 landings or 2 years whichever occurs first.

Reference Publications: BAE Systems Service Bulletin 51-JA020940, Revision 1, may be obtained from Project Management Group, Customer Information Department, BAE Systems (Operations) Ltd, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland. Telephone: +44 (0) 1292 675207, Facsimile: +44 (0) 1292 675704, E-mail: RApublications@baesystems.com

Remarks: Enquiries regarding this Airworthiness Directive should be referred to Mr A Sanderson, Civil Aviation Authority, Aircraft Certification Section, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR, United Kingdom. Telephone: +44 (0) 1293 573530, Facsimile: +44 (0) 1293 573855, E-mail: andrew.sanderson@srg.caa.co.uk