


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No. : 2006 - 0131</b></p> <p><b>Date: 18 May 2006</b></p>	
<p>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.</p>		
<p><b>Type Approval Holder's Name :</b></p> <p>BAE SYSTEMS (OPERATIONS) LTD</p>	<p><b>Type/Model designation(s) :</b></p> <p>Jetstream 4100</p>	
<p>TCDS Number : UK BA27</p>		
<p>Foreign AD : None</p>		
<p>Supersedure : UK G-2004-0003, EASA approval No. 2004-1538</p>		
<p><b>ATA 32</b></p>	<p><b>Landing Gear – Inspection of Nose Landing Gear Capsule for Free Movement &amp; Introduction of Nose Landing Gear With New Shortening Mechanism Bearings</b></p>	
<p><b>Manufacturer(s):</b></p>	<p>Jetstream Aircraft Ltd, British Aerospace Regional Aircraft Ltd, British Aerospace (Operations) Ltd and British Aerospace (Commercial Aircraft) Ltd.</p>	
<p><b>Applicability:</b></p>	<p>All Models Jetstream 4100 Series aeroplanes.</p>	
<p><b>Reason:</b></p>	<p>Service Bulletin J41-A32-082 revision 1 was the subject of Emergency Airworthiness Directive G-2004-0003, and was issued following two incidents where the nose landing gear failed to fully extend. The EAD required repeat inspections of the NLG shortening mechanism to detect binding at the capsule bearings.</p> <p>Following a third incident in 2005 where the nose landing gear failed to fully extend on an aircraft that had been inspected in accordance with J41-A32-082 rev 1, a review identified that changes were necessary to ensure the inspection would detect NLG assemblies at risk of seizure. The changes comprise a modified 'free-fall' test and a reduced repeat inspection frequency, these being introduced in revision 2 of the SB This AD is required to fully address the unsafe condition previously identified.</p> <p>In addition, modification JM41670 (Service Bulletin J41-32-084) has been developed. This installs a nose landing gear with modified bearings and lubrication provisions in the shortening mechanism. Embodiment of this modification also allows a revised inspection frequency.</p>	

Effective Date:	01 June 2006
Compliance:	<p>From the effective date of the AD the following is mandated:</p> <p>a) The initial inspection in accordance with Paragraph 2B of SB J41-A32-082 rev 2 or later approved revision, is to be performed prior to exceeding the greater of either: 400 flight hours since the AD effective date or 800 flight hours from the last inspection in accordance with SB J41-A32-082 rev 1, but this is not to exceed 3000 flight hours from the last inspection in accordance with SB J41-A32-082 rev 1. (3000 flight hours being the repeat interval defined in SB rev 1).</p> <p>If the check for free movement of the capsule is not satisfactory, remove the Nose Landing Gear and install a serviceable unit and inspect in accordance with Paragraph 2.B. of Service Bulletin J41-A32-082 Revision 2 or later approved revision before further flight.</p> <p>For aircraft without Service Bulletin J41-A32-084 Revision 0 or later approved revision embodied, (Modification JM41670), repeat the inspection in accordance with Paragraph 2.B. of Service Bulletin J41-A32-082 Revision 2 or later approved revision at an interval not exceeding 800 flight hours.</p> <p>For aircraft with Service Bulletin J41-A32-084 Revision 0 or later approved revision embodied, (Modification JM41670), repeat the inspection in accordance with Paragraph 2.B. of Service Bulletin J41-A32-082 Revision 2 or later approved revision at an interval not exceeding 3000 flight hours.</p> <p>b) After 3 months of the effective AD date; where there is a need to fit a replacement gear to an aircraft, the aircraft must be modified in accordance with Paragraph 2.B. of Service Bulletin J41-A32-084 Revision 0 or later approved revision. Additionally all aircraft must be so modified prior to 30 June 2012. Note: Paragraph 2.B. of Service Bulletin J41-A32-084 Revision 0 requires a check for free movement of the capsule, this is to be performed in accordance with Paragraph 2B of SB J41-A32-082 rev 2 or later approved revision.</p>
Ref. Publications:	Jetstream Series 4100 Service Bulletin J41-32A-082 Rev 2 and J41-32-084 Rev 0 or later approved revisions.
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</li> <li>2. This AD was posted as PAD 06-087 for consultation on 05 April 2006 with a comment period until 01 May 2006. No comment was raised during the consultation period.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point – Certification directorate, EASA E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any questions concerning the technical contents of the requirements in this AD, please contact Project Management Group, Customer Information Department, BAE SYSTEMS (Operations) Limited, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland. Telephone: +44 (0) 1292 675207, Facsimile: +44 (0) 1292 675704, E-mail: <a href="mailto:RAPublications@baesystems.com">RAPublications@baesystems.com</a></li> </ol>