EASA	AIRWORTHINESS DIRECTIVE
	AD No : 2008-0037 **Date: 22 February 2008**

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.

Type Approval Holder's Name:	**Type/Model designation(s):**
BAE SYSTEMS (OPERATIONS) LTD	HP.137 Jetstream MK 1 aircraft; and Jetstream Series 200, 3100 and 3200 aircraft

TCDS Number : United Kingdom BA4 and BA15

Foreign AD : Not applicable

Supersedure : None

ATA 32	**Landing Gear – Nose Landing Gear (NLG) Wheel Outer Cone – Inspection**
Manufacturer(s):	Handley Page Ltd, Scottish Aviation Ltd, British Aerospace PLC, British Aerospace (Commercial Aircraft) Ltd, British Aerospace Regional Aircraft Ltd, Jetstream Aircraft Ltd, British Aerospace (Operations) Ltd.
Applicability:	Models HP.137 Jetstream Mk1 aircraft; and Jetstream Series 200, 3100 and 3200 aircraft, all models, all serial numbers
Reason:	A failure mode has been identified following the examination of parts from another aircraft type (Jetstream 4100 series) that can lead to the loss of a nose-wheel. The Jetstream (HP.137) Mk1, 200, 3100 and 3200 series use a similar method for retaining the wheel assemblies on the landing gear axle and can therefore experience the same type of failure, i.e. a combination of excessive wear and/or adverse tolerances on the axle inner cone, outer cone or wheel hub splined sleeve cones resulting in the loss of the critical gap between the inner flange face of the wheel outer cone and the axle end face. If this gap is lost, it results in the wheel having free play along the length of the axle. This condition, if not corrected, can cause the wheel nut lock plate to break, leading to the wheel retention nut unscrewing and subsequent separation of the nose wheel from the landing gear axle. For the reasons described above, this AD requires repetitive inspections of the nose landing gear to ensure that the wheels are correctly retained and, depending on findings, replacement of worn parts.
Effective Date:	07 March 2008

<table>
<tr><td>Compliance</td><td>
(1) Within 3 months of the effective date of this AD, inspect the left and right nose wheel attachments to the axle in accordance with paragraph 2 B of BAE Systems (Operations) Ltd Service Bulletin 32-JA070241;
(2) If the measured gap size is less than 0.002 in (0.05 mm), before next flight, replace all worn parts;
(3) If the measured gap size is equal to or more than 0.002 in (0.05 mm), depending on the exact finding, at intervals not to exceed the value as indicated in Table 1 of this AD (see below), repeat the inspection of the left and right nose wheel attachments to the axle in accordance with paragraph 2 B of BAE Systems (Operations) Ltd Service Bulletin 32-JA070241;
<table>
<tr><th colspan="2">Table 1</th></tr>
<tr><th>Measured Gap Size</th><th>Repeat Inspection Interval in Flight Hours (FH)</th></tr>
<tr><td>0.002 in. to 0.005 in. (0.05/0.13mm).</td><td>500 FH</td></tr>
<tr><td>More than 0.005 in. to 0.010 in. (0.13/0.25mm).</td><td>1 000 FH</td></tr>
<tr><td>More than 0.010 in. to 0.020 in. (0.25/0.51mm).</td><td>2 000 FH</td></tr>
<tr><td>More than 0.020 in. (0.51mm).</td><td>3 000 FH</td></tr>
</table>
Note 1: If, during any repeat inspection as required by paragraph (3) of this AD, the finding has changed to another value (see Table 1 above), adjust the new interval accordingly.
(4) If, during any repeat inspection as required by paragraph (3) of this AD, the measured gap size is found to be less than 0.002 in (0.05 mm), before next flight, replace the worn parts.
Note 2: Replacement of parts does not constitute terminating action for the inspection requirements of this AD.
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<tr><td>Ref. Publications:</td><td>
BAE SYSTEMS (Operations) Limited Service Bulletin 32-JA070241.
The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
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<tr><td>Remarks :</td><td>
1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD.
2. This AD was posted on 16 January 2008 as PAD 08-010 for consultation until 13 February 2008. The Comment Response Document can be found at http://ad.easa.europa.eu/ .
3. Enquiries regarding this AD should be referred to the AD Focal Point – Certification Directorate, EASA, E-mail: ADs@easa.europa.eu
4. For any questions concerning the technical content of the requirements in this AD, please contact Project Management Group, Customer Information Department, BAE SYSTEMS (OPERATIONS), Prestwick International Airport, Ayrshire, KA9 2RW, Scotland;
Telephone: +44 1292 675207; Fax: +44 1292 675704;
E-mail: RApublications@baesystems.com
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