EASA	AIRWORTHINESS DIRECTIVE
	AD No : 2008-0041 **Date: 27 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	Jetstream 4100 series aircraft

TCDS Number: United Kingdom No. BA 27

Foreign AD: Not applicable

Supersedure: None

ATA 28	**Fuel System – Fuel Boost Pump Wiring – Modification; and** **Fuel Tank High Level Sensor Wiring – Inspection**
Manufacturer(s):	Jetstream Aircraft Ltd, British Aerospace Regional Aircraft Ltd and British Aerospace (Operations) Ltd
Applicability:	Jetstream 4100 Series aircraft, all models, all serial numbers.
Reason:	Resulting from the assessment of fuel tank wiring installations required by SFAR 88 and equivalent JAA/EASA policy, BAE Systems identified two features in the Jetstream 4100 where the need for design changes was apparent. One of these is addressed by Service Bulletin (SB) J41-28-014 which introduces changes to the wiring harness installations to the left (LH) and right (RH) fuel boost pumps, identified by modification number JM41672. In addition, to detect excessive cable lengths and evidence of chafing damage, SB J41-28-014 provides instructions to inspect and correct, as necessary, the internal fuel tank wiring routed to the LH and RH high level sensors. Internal fuel tank wiring chafing damage, if not corrected, could lead to ignition of fuel vapours and subsequent fuel tank explosion. For the reason stated above, this EASA Airworthiness Directive (AD) requires the replacement of the (LH and RH) fuel boost pump metallic conduit assemblies with loom assemblies and the inspection of internal fuel tank high level sensor wiring, including corrective actions, as necessary.
Effective Date:	12 March 2008

Compliance	Required as indicated, unless accomplished previously: At the next major inspection or wing tank access, or within 24 months after the effective date of this AD, whichever occurs first, carry out the following actions: (1) Modify the LH and RH wing fuel boost pump wiring in accordance with paragraphs 2B and 2C of BAE Systems (Operations) Ltd SB J41-28-014 Revision 1; (2) Inspect the LH and RH wing fuel high level sensor wiring in accordance with paragraph 2D of BAE Systems (Operations) Ltd SB J41-28-014 Revision 1; (3) When excess wiring and/or damaged wiring is found during the inspection as required by paragraph (2) of this AD, before next flight, accomplish the corrective actions as specified in paragraph 2D of BAE Systems (Operations) Ltd SB J41-28-014 Revision 1.
Ref. Publications:	BAE Systems (Operations) Limited SB J41-28-014 Revision 1. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD has been published as PAD 08-014 on 28 January 2008 for consultation until 25 February 2008. No comments were received during the consultation period. 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: BAE Systems (Operations) Ltd, Project Management Group, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland. Telephone: +44 1292 675207; Fax: +44 1292 675704; E-mail: RApublications@baesystems.com