


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0181-E</p> <p>Date: 12 August 2009</p> <p>Note: This Emergency 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>HP 137 Jetstream MK 1, Jetstream Series 200, 3100 and 3200 aeroplanes</p>	
<p>TCDS Numbers : UK BA4 and EASA.A.191</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : This AD supersedes EASA Emergency AD 2009-0121-E dated 09 June 2009.</p>		
ATA 32	Landing Gear – Main Landing Gear Radius Rod – Identification / Replacement	
<p>Manufacturer(s):</p>	<p>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.</p>	
<p>Applicability:</p>	<p>HP 137 Jetstream MK 1, Jetstream Series 200, 3100 and 3200 aeroplanes, all Models, all serial numbers.</p>	
<p>Reason:</p>	<p>BAE Systems have been notified by the main landing gear (MLG) radius rod manufacturer, APPH Ltd, that a batch of incorrectly manufactured Buffer Springs (part number 184818) has been supplied to their parts distributor and maintenance- and repair organisation (MRO) facilities in North America.</p> <p>There is a risk that any radius rod fitted with one of these incorrectly manufactured Buffer Springs could jam in an unlocked position. This condition, if not corrected, could result in MLG collapse and consequent injury to occupants of the aeroplane. EASA issued AD 2009-0121-E to require the replacement of the affected radius rods.</p> <p>BAE Systems (Operations) Ltd Alert Service Bulletin (ASB) 32-A-JA090640 Revision 2 (the ASB) has now been issued, which identifies an additional seven affected radius rods by serial number (s/n).</p> <p>For the reasons described above, this AD retains the requirements of AD 2009-0121-E, which is superseded, and expands the applicability to include the replacement of the additional units.</p>	
<p>Effective Date:</p>	<p>14 August 2009</p>	

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before next flight after the effective date of this AD, determine whether an affected radius rod is installed on the aeroplane, as identified by s/n in paragraph 2.B of the ASB. (2) If one of the affected radius rods is found to be installed, before further flight, replace it with a serviceable unit. (3) After the effective date of this AD, do not install any of the affected radius rods (as identified by s/n in the ASB) on an aeroplane, unless it has been sent to an authorised overhaul agency for inspection and rectification, if necessary, and marking in accordance with APPH Service Bulletin (SB) 1847-32-14 and/or 1862-32-14, as applicable.
Ref. Publications:	<p>BAE Systems (Operations) Limited ASB 32-A-JA090640 Revision 2, dated 11 August 2009.</p> <p>APPH Ltd SB 1847-32-14 and SB 1862-32-14, both dated June 2009.</p> <p>The use of later approved revisions of these documents 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. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification 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