


<b>EASA</b>	<b>PROPOSED AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No : 06 - 086</b></p> <p><b>Date: 05 April 2006</b></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.	
<b>Type Approval Holder's Name :</b> BAE SYSTEMS (OPERATIONS) LTD	<b>Type/Model designation(s) :</b> HP 137 Jetstream MK 1, Jetstream Series 200, 3100 and 3200
TCDS Number : UK BA4 & BA15	
Foreign AD : None	
Supersedure : None	
<b>ATA 32</b>	<b>Landing Gear – Introduction of a Steering Jack With a Modified Gland Housing</b>
Manufacturer(s):	Handley Page Ltd, Scottish Aviation Ltd, British Aerospace PLC, British Aerospace (Commercial Aircraft) Ltd, British Aerospace Regional Aircraft Ltd, Jetstream Aircraft Ltd and British Aerospace (Operations) Ltd.
Applicability:	All Models HP137 Jetstream Mark 1, Jetstream Series 200, 3100 and 3200 aeroplanes.
Reason:	<p>Two incidents have been reported where the normal hydraulic supplies were lost due to failure/loss of the steering jack gland housing. This has been attributed to pre-existing thread damage on the steering jack gland housing. Three previous failures may also be due to this failure mechanism.</p> <p>Failure of the steering jack gland housing resulted in significant damage to the right hand undercarriage bay door, and could result in the nose landing gear jamming in a fully or partially retracted position. Landing in such a condition is considered as potentially unsafe due to the degraded control of the aircraft post touch down.</p> <p>Changes to the gland have been introduced in order to prevent further recurrence.</p>
Effective Date:	Proposed 31 May 2006

Compliance:	From one month after the effective date of this AD and prior to 1st July 2012, whichever occurs sooner, following the next removal of steering jack part number 6182-1 to 6182-5 install a serviceable steering jack in accordance with Service Bulletin 32-JM5417 Revision 0 or later approved revision.
Ref. Publications:	Jetstream Series 3100 & 3200 Service Bulletin 32-JM5417 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. Closing date for comments 1 May 2006.</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.eu.int">ADs@easa.eu.int</a></li> <li>4. For any questions concerning the technical content of the requirement 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>