


<b>EASA</b>	<b>PROPOSED AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No : 07-005</b></p> <p><b>Date: 12 January 2007</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> Jetstream 4100
TCDS Number: United Kingdom No. BA 27	
Foreign AD : Not applicable	
Supersedure : This AD supersedes and cancels United Kingdom CAA AD 005-03-97	
<b>ATA 57</b>	<b>Wings – Wing Upper Splice Plate – Inspection</b>
<b>Manufacturer(s):</b>	Jetstream Aircraft Ltd; British Aerospace Regional Aircraft Ltd; British Aerospace (Operations) Ltd; and British Aerospace (Commercial Aircraft) Ltd.
<b>Applicability:</b>	Jetstream 4100 Series aeroplanes, All models, construction numbers 41004 thru 41096 and 41102 thru 41104, on which either: - Service Bulletin (SB) J41-57-019 or equivalent inspection has not been carried out; or - SB J41-57-019 has been carried out and the wing upper splice plates have an eddy current reading of less than 35.0 % IACS.
<b>Reason:</b>	<p>In March 1997, British Aerospace Regional Aircraft Limited issued Jetstream 4100 SB J41-57-020 (subsequently mandated by UK CAA AD No. 005-03-97) following investigations which showed that the susceptibility of the wing upper splice plate to corrosion was linked to the material conductivity. The service bulletin introduced additional inspections to check the material conductivity. The service bulletin applicability was limited to aircraft construction numbers 41004 thru 41096.</p> <p>Revision 1 of that SB extends the applicability of this service bulletin to include aircraft construction numbers 41102 thru 41104. Consequently, CAA AD No. 005-03-97 is now superseded by the present EASA AD that retains the requirements of UK CAA AD 005-03-97 and expands the applicability thereof to three additional aircraft.</p> <p>Note: Aircraft construction numbers 41097 thru 41101 were inspected during production and do not require additional action.</p>
<b>Effective Date:</b>	[TBD – 14 days after final AD issue date]

Compliance:	<p>Required as indicated, unless accomplished previously as originally required by UK CAA AD 005-03-97:</p> <p>(1) Within 6 months after the effective date of this directive, accomplish an eddy current inspection of the wing upper splice plate Part Number (P/N) 14157126-3 in accordance with the instructions of British Aerospace Regional Aircraft SB J41-57-019 at original issue (Mar.11/97) or Revision 1 (Nov.26/97) or using an equivalent approved procedure.</p> <p><b>Note 1:</b> Wing upper splice plates that have an eddy current reading at or above 35.0% IACS require no further action.</p> <p>(2) On aircraft that have an eddy current reading of less than 35.0% IACS, before next flight after the inspection as required by paragraph (1) of this directive, accomplish the borescope inspection of the wing upper splice plate P/N 14157126-3 in accordance with paragraphs 2.A and 2.B of BAE Systems (Operations) Limited SB J41-57-020 Revision 1.</p> <p>(3) When no corrosion is found, re-inspect the wing upper splice plate P/N 14157126-3 in accordance with paragraph 2.B of SB J41-57-020 Revision 1 at intervals not exceeding 12 months.</p> <p>(4) When corrosion is found that is less than the limits specified in Figure 1 of SB J41-57-020 Revision 1, re-inspect the wing upper splice plate P/N 14157126-3 in accordance with paragraph 2.B of SB J41-57-020 Revision 1 at intervals not exceeding 12 months and, within 3 years of the corrosion being discovered, replace the wing upper splice plate in accordance with SB J41-57-021 Revision 1.</p> <p>(5) When corrosion is found that is outside the acceptable limits, before next flight, either replace the wing upper splice plate in accordance with SB J41-57-021, or repair the wing upper splice plate in accordance with a repair approved by EASA.</p> <p><b>Note 2:</b> Installing a replacement wing upper splice plate with P/N 14157126-3PF in accordance with SB J41-57-021 provides a terminating action for the repeat inspection requirements paragraph (3) or (4), as applicable, of this directive.</p>
Ref. Publications:	<p>British Aerospace Regional Aircraft SB J41-57-019 Revision 1; BAE Systems (Operations) Limited SB J41-57-020 Revision 1; and BAE Systems SB J41-57-021 Revision 1; or later approved revisions.</p>
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 (AMOC) for this AD.</li> <li>2. Closing date for comments is 12 February 2007.</li> <li>3. Enquiries regarding this AD should be referred to the AD 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 requirements in this AD, please contact Project Management Group, Customer Information Department, BAE SYSTEMS (OPERATIONS), Prestwick International Airport, Ayrshire, KA9 2RW, Scotland. Ph: +44 1292 675207, Fax: +44 1292 675704, E-mail: <a href="mailto:RApublications@baesystems.com">RApublications@baesystems.com</a></li> </ol>