


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-068</p> <p>Date: 01 July 2010</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p>Type Approval Holder's Name:</p> <p>BAE SYSTEMS (OPERATIONS) LTD</p>	<p>Type/Model designation(s):</p> <p>Jetstream 3100 and 3200 aeroplanes</p>
<p>TCDS Number: EASA.A.191</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
ATA 05	Time Limits and Maintenance Checks – Main Landing Gear Radius Rod Mounting Shaft Assembly – Safe Life Limit / Replacement
Manufacturer(s):	British Aerospace PLC, British Aerospace (Commercial Aircraft) Ltd, British Aerospace Regional Aircraft Ltd, Jetstream Aircraft Ltd and British Aerospace (Operations) Ltd.
Applicability:	Jetstream Series 3100 and 3200 aeroplanes, all models, all serial numbers.
Reason:	<p>As a result of the fatigue-testing programme on the Jetstream fatigue test specimen, it has been identified that failure of the undercarriage jack mounting shaft assembly can occur.</p> <p>This condition, if not corrected, could lead to a Main Landing Gear (MLG) collapse on the ground or during landing and consequently damage to the aeroplane or injury to the occupants.</p> <p>BAE SYSTEMS have now defined safe life limits for these components.</p> <p>For the reasons described above, this AD requires the application of safe life limits to these components.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

Required action(s)
and Compliance
Time(s):

Required as indicated, unless accomplished previously:

- (1) Within 30 days after the effective date of this AD, establish the number of flight cycles (FC) accumulated since installation of each left and right main landing gear radius rod mounting shaft assemblies in accordance with paragraph 2.(A) of BAE Systems (Operations) Ltd Service Bulletin 05-JA090143.
- (2) According to the aeroplane type and within the time period indicated in Table 1 of this AD, as applicable, replace each main landing gear radius rod mounting shaft assembly with a serviceable assembly in accordance with BAE Systems (Operations) Ltd Service Bulletin 32-JA990142.

Aeroplane	FC accumulated by each assembly (left or right), on the effective date of this AD	Compliance time for replacement
Jetstream Series 3100	37 220 FC or more	1 000 FC after the effective date of this AD
	Less than 37 220 FC	Before the assembly accumulates 38 220 FC
Jetstream Series 3200	30 038 FC or more	1 000 FC after the effective date of this AD
	Less than 30 038 FC	Before the assembly accumulates 31 038 FC

Table 1

Note:

In the paragraph 2.(B) of BAE Systems (Operations) Ltd Service Bulletin 05-JA090143, it is stated the following "If the cycles accumulated are greater than the safe life limit for the main gear radius rod mounting shaft assembly, then the assembly must be discarded and replaced with a new shaft assembly." This statement may be ignored as the "grace" period of 1 000 FC applies for assemblies which have exceeded the declared safe lives.

- (3) After the replacement of a main landing gear radius rod mounting shaft assembly as required by paragraph (1) of this AD and according to the aeroplane type, replace each assembly with a serviceable assembly at intervals not to exceed the following FC accumulation limits :
 - 38 220 FC for Jetstream 3100 series aeroplane, and
 - 31 038 FC for Jetstream 3200 series aeroplane.
- (4) Compliance with the requirements of paragraph (3) of this AD can be demonstrated by:
 - (4.1) Revising as follows the approved aircraft maintenance programme for which the Operator or the Owner ensures the continuing airworthiness of each operated aeroplane:

Incorporate the limitations defined in table 1 (paragraph 2.(B)) of the BAE Systems (Operations) Ltd Service Bulletin 05-JA090143.

and

	(4.2) Complying with the approved aircraft maintenance programme described in paragraph (4.1) of this AD.
Ref. Publications:	<p>BAE Systems (Operations) Ltd Service Bulletin 05-JA090143, Original Issue, dated 30 April 2009.</p> <p>BAE Systems (Operations) Ltd Service Bulletin 32-JA990142, Original Issue, dated 26 March 1999.</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. This Proposed AD will be closed for consultation on 29 July 2010. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any questions concerning the technical content of the requirements in this PAD, 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.