


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0016 [Correction: 14 March 2011]</p> <p>Date: 01 February 2011</p> <p>Note: This 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive 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 Number: UK BA4 and EASA.A191</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
ATA 32	Landing Gear - Main Landing Gear to Wing Fitting - Inspection / Repair / Replacement
Manufacturer(s):	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.
Applicability:	HP 137 Jetstream MK 1, Jetstream Series 200, 3100 and 3200 aeroplanes all serial numbers, if the main landing gear (MLG) fittings (Part Number 1379133B1/B2/B3/B4) embody Modifications JM5218 or JM8003.
Reason:	<p>As a result of a fatigue-testing programme on Jetstream aeroplanes, cracks have been found on the main landing gear (MLG) fittings that embody modifications JM5218 or JM8003.</p> <p>This condition, if not detected and corrected, could lead to a MLG collapse on the ground or during landing, possibly resulting in a fuel tank rupture, consequent damage to the aeroplane or injury to the occupants.</p> <p>Analysis of this failure indicates that an inspection regime has to be implemented in order to ensure the safe operation of the MLG beyond the accumulation of 41 000 Flight Cycles (FC).</p> <p>For the reasons described above, this AD requires initial and repetitive eddy current inspections, and depending on findings, accomplishment of corrective actions.</p> <p>This AD has been republished to amend the All Operator Message reference which was incorrect. It was AOM 09-0141J-1, it is 09-014J-1.</p>

Effective Date:	15 February 2011.
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before the MLG fitting accumulates 41 000 Flight Cycles (FC) since first installation on aeroplane, or within the next 2 000 FC after the effective date of this AD, whichever occurs later, and thereafter, at intervals not exceeding 27 000 FC, accomplish an eddy current inspection of all MLG leg pivot beam fastener bores in accordance with the instructions of Section 2. of BAE Systems (Operations) Limited Service Bulletin (SB) 32-JA090240. (2) If the initial inspection and corrective actions have been carried out, prior to the effective date of this AD, in accordance with the instructions of BAE Systems (Operations) Limited SB 32-JA090240 at original issue and in accordance with BAE Systems (Operations) Limited All Operator Message (AOM) 09-014J-1, this constitutes compliance with the initial inspection requirement of paragraph (1) and with the corrective action of paragraph (3) of this AD. (3) If during any inspection, as required by paragraph (1) or (2) of this AD, a crack is found in accordance with the damage criteria defined in paragraph 2.D.(4) of the SB 32-JA090240, before next flight, replace the MLG fitting or repair any cracks or discontinuities in accordance with the instructions of the Structural Repair Manual (SRM) or contact BAE SYSTEMS Repair Design Office for approved repair instructions and, within the time period specified in those instructions, accomplish the repair accordingly. (4) Replacement or repair of the MLG fitting as required by paragraph (3) of this AD does not terminate the inspection requirements of paragraph (1) of this AD. (5) After the effective date of this AD, do not install a MLG fitting on an aeroplane, unless in compliance with the requirements of paragraphs (1), (2) and (3) of this AD.
Ref. Publications:	<p>BAE Systems (Operations) Limited SB 32-JA090240 Original issue dated 29 April 2009, and Revision 1 dated 18 January 2010;</p> <p>BAE Systems (Operations) Limited AOM 09-014J-1 dated 31 July 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. This AD was posted on 22 December 2010 as PAD 10-127 for consultation until 19 January 2011. No comments were received during the consultation period. 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.