


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0212</p> <p>Date: 17 October 2012</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 EU 748/2012, Part 21.A.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>Design Approval Holder's Name:</p> <p>BAE SYSTEMS (OPERATIONS) LTD</p>	<p>Type/Model designation(s):</p> <p>HP 137 Jetstream MK1, Jetstream Series 200, 3100 and 3200 aeroplanes</p>
<p>TCDS Number: UK CAA BA4 and EASA.A.191</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: This AD supersedes EASA AD 2006-0343 dated 09 November 2006.</p>	
ATA 32	Landing Gear - Main Landing Gear Radius Rod / Cylinder - Inspection
Manufacturer(s):	Handley Page Ltd, Scottish Aviation Limited, British Aerospace plc, British Aerospace Regional Aircraft Ltd, British Aerospace (Commercial Aircraft) Ltd., British Aerospace Regional Aircraft Ltd., Jetstream Aircraft Ltd., British Aerospace (Operations) Ltd.
Applicability:	HP 137 Jetstream MK1 and Jetstream Series 200, 3100 and 3200 aeroplanes, all serial numbers.
Reason:	<p>Cases of landing gear radius rod cylinder cracking starting in the retraction fluid connection bore were reported on certain Jetstream aeroplanes.</p> <p>This condition, if not detected and corrected, could lead to loss of the normal hydraulic system and consequent landing gear collapse, possibly resulting in damage to the aeroplane and injury to occupants.</p> <p>To address this potential unsafe condition, UK CAA issued AD G 2005-0010 to require repetitive rotary eddy current inspections of affected cylinders with Part Numbers (P/N) 1847/A to 1847/L and 1862/A to 1862L without strike-off 12 in accordance with BAE Systems (Operations) Ltd Service Bulletin (SB) 32-JA040945 at original issue.</p> <p>After that AD was issued, another radius rod crack was detected on a cylinder which was not affected by the applicability of that AD. Prompted by that finding, BAE Systems issued SB32-JA040945 revision 1 and EASA issued AD 2006-0343 to extend the inspection to apply to all radius rod P/N. However, the applicability of that AD incorrectly referred to a limited range of radius rod P/N, despite the fact that the Reason section of EASA AD 2006-0343 correctly</p>

	<p>explained that the AD was superseding UK CAA AD G-2005-0010 because of the expanded applicability to all radius rod part numbers.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2006-0343, which is superseded, extends the inspection requirement of cylinders for cracking to all radius rod cylinder part numbers and, depending on finding, requires the replacement of radius rod assembly with a serviceable part.</p>
Effective Date:	17 October 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) After the effective date of this AD, within the thresholds and intervals specified in and, in accordance with the instructions of BAE Systems (Operations) Ltd SB 32-JA040945 at revision 1, inspect the main landing gear left hand and right hand radius rod cylinders. <p>Note: Inspections accomplished prior to the effective date of this AD in accordance with EASA AD 2006-0343 are acceptable to comply with the requirements of this AD.</p> <ol style="list-style-type: none"> (2) If, during any inspection as required by paragraph (1) of this AD, evidence of cracking is identified, before next flight, replace the radius rod assembly in accordance with the instructions of BAE Systems (Operations) Ltd SB 32-JA040945 revision 1. (3) Replacement of a radius rod assembly on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the inspections required by this AD for that aeroplane. (4) From the effective date of this AD, do not install a radius rod assembly on any aeroplane, unless the radius rod assembly is new, or it has passed, prior to installation, the inspection in accordance with BAE Systems (Operations) Ltd SB 32-JA040945 at revision 1.
Ref. Publications:	<p>BAE Systems (Operations) Ltd SB 32-JA040945 revision 1 dated 20 April 2006.</p> <p>The use of later approved revisions of this document 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 12 September 2012 as PAD 12-118 for consultation until 10 October 2012. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: <p>BAE SYSTEMS (OPERATIONS) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland. Ph: +44 1292 675207, Fax: +44 1292 675704, E-mail: RApublications@baesystems.com.</p>