


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0206</p> <p>Date: 09 September 2013</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: BAE SYSTEMS (OPERATIONS) LTD</p>	<p>Type/Model designation(s): Jetstream Series 3100 and 3200 aeroplanes</p>
TCDS Number:	EASA.A.191
Foreign AD:	Not applicable
Supersedure:	None
ATA 32	Landing Gear – Main Landing Gear – Modification
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>An occurrence of Jetstream 3100 main landing gear (MLG) failure after landing was reported. The subsequent investigation revealed stress corrosion cracking of the MLG yoke pintle housing as a root cause of the MLG failure. Degradation of the surface protection by abrasion can occur when the forward face of the yoke pintle rotates against the pintle bearing, which introduces corrosion pits and, consequently, stress corrosion cracking.</p> <p>This condition, if not corrected, could lead to structural failure of the MLG possibly resulting in loss of control of the aeroplane during take-off or landing runs.</p> <p>To address this potential unsafe condition, BAE Systems (Operations) Ltd issued Service Bulletin (SB) 32-JM7862 to provide instruction for installation of a protective washer fitted at the forward spigot on both, left hand (LH) and right hand (RH), MLG.</p> <p>For the reasons described above, this AD requires installation of a washer to protect the MLG at the forward face of the yoke pintle.</p>
Effective Date:	23 September 2013

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the compliance time, as specified in paragraph 1.N of BAE Systems (Operations) Ltd SB 32-JM7862, modify the LH and RH MLG installation at the forward spigot in accordance with the accomplishment instruction of BAE Systems (Operations) Ltd SB 32-JM7862 revision 1. (2) Modification of an MLG, before the effective date of this AD, in accordance with BAE Systems (Operations) Ltd SB 32-JM7862 at initial issue, is acceptable to comply with the requirements of paragraph (1) of this AD. (3) From the effective date of this AD, installation of a replacement LH or RH MLG on an aeroplane is allowed only if it is in compliance with the requirements of paragraph (1) or (2) of this AD.
Ref. Publications:	<p>BAE Systems (Operations) Ltd SB 32-JM7862 original issue, dated 08 April 2013 or revision 1, dated 07 May 2013.</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 29 July 2013 as PAD 13-109 for consultation until 26 August 2013. 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: BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, The United Kingdom; Telephone +44 1292 675207, Facsimile +44 1292 675704; E-mail: RAPublications@baesystems.com.