Civil Aviation Authority

PROPOSED AIRWORTHINESS DIRECTIVE

Number: 1994

Issue date: 03 March 2022

In accordance with the CAA Continuing Airworthiness Procedures, the issuance of an Airworthiness Directive (AD) is proposed which will be 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 date indicated.

Type Approval Holder's Name:	**Type/Model Designation(s):**
BAE SYSTEMS (OPERATIONS) LIMITED	Jetstream 3200 aeroplanes

Effective Date:	TBD upon issue of final AD
TCDS:	EASA.A.191
Foreign AD (if applicable):	Not Applicable
Supersedure:	This AD supersedes EASA AD 2015-0063 dated 22 April 2015

ATA 05 - Time Limits / Maintenance Checks – Airworthiness Limitations – Amendment / Implementation

---

Manufacturer(s):

British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd, Jetstream Aircraft Ltd, British Aerospace Regional Aircraft, British Aerospace (Operations) Ltd and BAE Systems (Operations) Ltd

Applicability:

Jetstream 3200 aeroplanes, all models, all serial numbers, if modified in service, in accordance with BAE Systems (Operations) Ltd Service Bulletin (SB) 05-JM8229. Titled: "Airframe – Time Limits/Maintenance: To introduce an extended fatigue life of 67,000 landings for Jetstream 3200 Aircraft."

Definitions:

For the purposes of this AD, the following definitions apply:

BAE is used as an abbreviated form of 'BAE Systems (Operations) Ltd'.

The AMP: The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or owner ensures the continuing airworthiness of each operated aeroplane. For Jetstream 3200 aeroplanes operated under UK regulation, compliance with the approved AMP is required by UK Regulation (EU) No.1321/2014 Part M.A. 301. Paragraph (c).

Reason:

The Jetstream Series 3200 Aircraft Maintenance Manual (AMM) includes Chapter 05-10-05 “Airworthiness Limitations, Description and Operation”. The maintenance tasks and limitations contained in this chapter have been identified, as required for continued airworthiness, and EASA issued AD 2014-004 dated 24 February 2014 mandating these requirements. Additionally, within this chapter, the Jetstream 3200 Life Extension Programme (LEP) is described. This permits the airframe life limit to be extended from 45000 flight cycles (FC) to 67000 FC. For an aircraft to enter the LEP, operators are required to adopt BAE Service Bulletin (SB) 05-JM8229 Titled: “Airframe – Time Limits/Maintenance: To introduce an extended fatigue life of 67,000 landings for Jetstream 3200 Aircraft.” By adopting the SB, operators become eligible to obtain the details of the accomplishment requirements, specified in the BAE Jetstream 3200 Supplemental Structural Inspection Document (SSID).

In 2014 BAE published SB 57-JA140140, title: “Wing – Inspection of wing main spar around rib 36 inspection”. Original issue on 26 June 2014 and Revision 1 on 24 September 2015, which introduced a new task on the wing main spar around rib 36. This task was missing from the initial issue of the SSID. EASA issued AD 2015-0063 mandating the requirements of SB 57-JA140140. In 2016, BAE published SSID Revision 1, which included incorporating the inspection requirements covered in SB 57-JA140140 into the SSID document, as task, 57-10-227. In December 2020 BAE raised the SSID to Revision 2. Task 57-10-223 was revised and task 57-10-233 was deleted. This revision introduced a new more restrictive requirement. Failure to perform the more restrictive requirement, could result in an unsafe condition.

For the reasons described above, this AD mandates the requirements defined in SSID Revision 2. Additionally, it supersedes EASA AD 2015-0063.

Note 1: This AD applies to aircraft that have entered into the LEP with SB 05-JM8229 adopted. These aircraft must additionally comply with mandated requirements contained within Chapter 05-10-05 of the Jetstream 3200 AMM. (These requirements are addressed by a separate Airworthiness Directive).

Note 2: Due to the limited number of aircraft that have entered into the LEP and thereby operating in accordance with the Jetstream 3200 SSID requirements (SB 05-JM8229 adopted), and that the EASA approval of the SB is sufficient for in-service aircraft given their current State of Registry, the formal regulatory approval of the Jetstream 3200 SSID requirements is restricted.

Note 3: SB 57-JA140140 identifies the aircraft that have been entered into the LEP. It also identifies the State of Registry, at the time the aircraft entered the LEP. It additionally states that local regulatory approval of the SSID, by the State of Registry, is required, for a/c not subject to EASA regulation.

Note 4: At the time of publication of this AD, approval of SB 05-JM8229 and Jetstream 3200 SSID Revision 2 includes EASA and the UK CAA. Jetstream 3200 SSID Initial issue, Revision 1 and Revision 2 have not been approved by the Federal Aviation Administration (FAA) or Transport Canada Civil Aviation (TCCA).

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

Required as indicated. Unless accomplished previously.

(1) From the effective date of this AD, accomplish the following actions and limitations, in accordance with the instructions as specified in BAE Systems (Operations) Ltd J3200 SSID Revision 2.

(1.1) Within the thresholds and intervals, accomplish all applicable maintenance tasks.

(1.2) Do not exceed the total accumulated landings limit specified within paragraph 2 (Applicability) of the Introduction.

Corrective Action(s)

(2) In the case of discrepancies found during accomplishment of any task as required by paragraph (1) of this AD, before further flight, (or if allowed, within the compliance time specified in the J3200 SSID), accomplish the applicable corrective action(s) in accordance with the applicable BAE Systems (Operations) Ltd maintenance documentation. If a detected discrepancy cannot be corrected by using existing BAE Systems (Operations) Ltd instructions, before further flight, contact BAE Systems (Operations) Ltd for approved instructions and accomplish those instructions accordingly. If a detected discrepancy is identified that is not one that the J3200 SSID was designed to identify, prior to further flight, obtain approved repair instructions from BAE Systems (Operations) Ltd and accomplish those instructions accordingly.

Aircraft Maintenance Programme (AMP) Revision

(3) Within 12 months after the effective date of this AD, revise the approved AMP, by incorporating all applicable maintenance tasks and the airframe limitation (described in paragraph 1.2) detailed within BAE Systems (Operations) Ltd J3200 SSID Revision 2.

Credit:

(4) If, before the effective date of this AD, the AMP has been revised to incorporate all applicable maintenance tasks and the airframe limitation (described in paragraph 1.2) detailed within BAE Systems (Operations) Ltd J3200 SSID Revision 2, that action ensures the continued accomplishment of these requirements.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive requirements as specified in BAE Systems (Operations) Ltd J3200 SSID document Revision 2, applicable to aeroplane model and depending on aeroplane configuration, within compliance times as specified in BAE Systems (Operations) Ltd J3200 SSID Revision 2, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive requirements and limitations, as specified, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

(5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continuing basis.

Reference Publication:

BAE Systems (Operations) Ltd Jetstream 3200 SSID Revision 2 dated 15 December 2020. (Manual Reference, JS-SSID-01).

The use of later approved revisions of the above-mentioned document is acceptable for compliance with this AD.

Remarks:

1. This PAD will be closed for consultation on 31 March 2022.

2. Information about any failures, malfunctions, defects, or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the CAA aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

3. Enquiries regarding this PAD should be referred to: Continued.Airworthiness@caa.co.uk

4. For any questions concerning the technical content of the requirements in this PAD, please contact: BAE Systems (Operations) Ltd, Customer Technical Support Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, The United Kingdom, E-mail: raengliaison@baesystems.com