



Civil Aviation Authority

# PROPOSED AIRWORTHINESS DIRECTIVE



**Number: 2002**

Issue date: 09 September 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 4100 series aeroplanes

Effective Date:	[TBD - standard: 14 days after AD issue date]
TCDS:	EASA.A.189
Foreign AD (if applicable):	Not applicable
Supersedure:	Not applicable

## ATA 52 - Doors – Passenger Door Inner Skin, Edge Member and Seal Carrier adjacent to Roller Brackets – Inspection

### Manufacturer(s):

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

### Applicability:

Jetstream 4100 series aeroplanes, all models, all serial numbers

### Definitions:

For the purpose of this AD, the following definition applies:

**The ISB:** BAE Systems (Operations) Ltd ISB J41-52-065

**Reason:**

As a result of recent in-service cracking of the Jetstream 41 passenger door edge member, seal carrier and inner skin, adjacent to the roller guide bracket, a review of the fatigue test data and existing inspection requirements was undertaken by BAE Systems (Operations) Ltd. The review concluded a new inspection, designated SSI 52-10-009C was needed, to address a potential unsafe condition related to undetected cracking in the area addressed in the new SSI. This new inspection requirement (Non-Destructive Testing) is addressed in ISB J41-52-065 Revision 1. This AD makes the inspection requirements of the ISB mandatory in advance of the planned introduction of the new SSI inspection requirements into the next revision of the AMM Chapter 5 Aircraft Limitations (currently planned as Revision 45).

For the reasons described above, this AD requires a one-time inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s), to be advised by BAE Systems (Operations) Ltd when required.

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

Required as indicated, unless accomplished previously.

For those aeroplanes that have accumulated 18000 flights or less at the effective date of this AD, the inspections detailed in paragraph 2B of ISB J41-52-065 Revision 1 must be accomplished at or before 20000 flights.

For those aeroplanes that have exceeded 18000 flights at the effective date of this AD, the inspection detailed in paragraph 2B of ISB J41-52-065 Revision 1 must be accomplished within a further 2000 flights. (Counting from the aeroplane's total flights, at the effective date of the AD).

**Corrective Action(s):**

If, during any inspection as required by paragraph "Required Action(s) and Compliance Time(s):" of this AD, discrepancies are detected, then before further flight, contact BAE Systems (Operations) Ltd for approved corrective action instructions and accomplish those instructions accordingly.

**Reference Publications:**

BAE Systems (Operations) Ltd ISB J41-52-065 Revision 1, dated 08 June 2022

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

**Remarks:**

1. This PAD will be closed for consultation on 07 October 2022.
2. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the CAA aviation safety reporting system [Occurrence reporting | Civil Aviation Authority](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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](mailto: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 3RW, Scotland, The United Kingdom, Email: [raengliaison@baesystems.com](mailto:raengliaison@baesystems.com).