Civil Aviation Authority

PROPOSED AIRWORTHINESS DIRECTIVE

Number: 2004

Issue date: 15 November 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 3100 and 3200 aeroplanes

Effective Date:	**[TBD – standard: 14 days after AD issue date]**
TCDS:	EASA.A.191
Foreign AD (if applicable):	Not Applicable
Supersedure:	This AD supersedes EASA AD 2017-0073 dated 27 April 2017

ATA 05 – Time Limits / Maintenance Checks – Corrosion Prevention and Control Programme – Amendment / Implementation

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Manufacturer(s):

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

Applicability:

Jetstream Series 3100 and 3200 aeroplanes, all models, all serial numbers.

Definitions:

For the purpose of this AD the following definitions apply:

BAE: BAE Systems Operations) Ltd

CPCP: BAE Systems (Operations) Ltd Jetstream Series 3100 and 3200 Corrosion Prevention and Control Programme (CPCP) document, JS/CPCP/01 Revision 9

The AMP: The approved Aircraft Maintenance Programme, on the basis of which the operator or owner ensures the continuing airworthiness of each operated aeroplane. For Jetstream 3100 and 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:

Maintenance instructions relating to corrosion prevention and control for BAE Jetstream 3100 and 3200 aeroplanes, are currently defined and published in the BAE Systems (Operations) Ltd Jetstream Series 3100 and 3200 Corrosion Prevention and Control Programme document, JS/CPCP/01. These instructions have been identified as mandatory for continued airworthiness.

EASA issued AD 2012-0036 to require operators to comply with inspection instructions contained in the CPCP document at Revision 6. Subsequently the CPCP document was amended, introducing new and more restrictive tasks at Revision 8. EASA issued AD 2017-0073 mandating the requirements of the CPCP document at Revision 8.

Since that AD was issued, reports have been received of corrosion of the Rudder Tab Hinges and the fuselage skin beneath the Marker Beacon Antenna External Doubler and the fuselage skin beneath the Static Vent External Doubler. Inspection requirements, current at the time, were considered inadequate to identify the corrosion in these areas. Consequently, new and more restrictive inspection requirements were introduced into the CPCP at Revision 9.

For the reasons described above, this AD retains the requirements of EASA AD 2017-0073, which is superseded and requires accomplishment of the actions specified in BAE Systems (Operations) Ltd Jetstream Series 3100 and 3200 Corrosion Prevention and Control Programme (CPCP) document, JS/CPCP/01, Revision 9.

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

Required as indicated, unless accomplished previously:

CPCP Tasks:

(1) From the effective date of this AD, except as stated in paragraph (2) of this AD, accomplish all applicable maintenance tasks within the thresholds and intervals, as specified in and in accordance with the instructions, of the CPCP.

(2) Within 12 months after the effective date of this AD and thereafter at intervals as defined in the CPCP, accomplish the new and more restrictive tasks as detailed in Table 1 of this AD.

Table 1 – New and more restrictive CPCP tasks

Task Number	Description
130/EX/01 C3	Description of Corrosion Task Area revised to read, “External Area of Skin Under all Antennae installed’. Remarks revised to read, “All Antennae removed”.
140/EX/01 C2	Description of Corrosion Task Area revised to read, “External Area of Skin Under all Antennae installed”. Remarks revised to read, “All Antennae removed”.
150/EX/01 C2	Description of Corrosion Task Area revised to read, “External Area of Skin Under all Antennae installed”. Remarks revised to read, “All Antennae removed except Marker Beacon Antennae”.
150/EX/01 C3 (new)	Description of Corrosion Task Area, “External Inspection of Marker Beacon external double for evidence of corrosion in underlying skin”, Zone, “F150”, Threshold, “2 Yrs”, Repeat, “2 Yrs”.
150/EX/01 C4 (new)	Description of Corrosion Task Area, “External Inspection of Static Vent Plate external doubler for evidence of corrosion in underlying skin”, Zone, “F150”, Threshold, “2 Yrs”, Repeat, “2 Yrs”.
200/EX/01 C3 (new)	Description of Corrosion Task Area, “Rudder Tab Hinge Brackets”, Zones, “T200”, Threshold, “2 Yrs”, Repeat, “2 Yrs”.

Corrective Action(s):

(3) If, during any inspection as required by paragraph (1) and (2) 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.

Aircraft Maintenance Programme (AMP) Revision:

(4) Within 12 months after the effective date of this AD, revise the approved AMP, by incorporating all applicable maintenance tasks, associated thresholds and intervals as detailed in BAE Systems (Operations) Ltd Jetstream Series 3100 and 3200 Corrosion Prevention and Control Programme (CPCP) document, JS/CPCP/01 Revision 9.

Recording AD Compliance:

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

Reference Publications:

BAE Systems (Operations) Ltd Jetstream Series 3100 and 3200 Corrosion Prevention and Control Programme (CPCP) document, JS/CPCP/01' Revision 9, dated 15 April 2022.

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 13 December 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

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