



Civil Aviation Authority

AIRWORTHINESS DIRECTIVE



Number: G-2026-0002

Issue date: 14 July 2026

This Airworthiness Directive (AD) is issued by the UK CAA in accordance with UK Regulation (EU) No. 748/2012 Part 21.A.3B, acting as the Authority of the State of Design for the affected product(s), under Article 34 of the Air Navigation Order 2016 (ANO) and UK Regulation (EU) 2018/1139.

In accordance with UK Regulation (EU) No. 1321/2014 Annex I (Part-M), M.A.301 / Annex VB (Part-ML), ML.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 or agreed by the CAA [Part-M, M.A.303 / Part-ML, ML.A.303].

Design Approval Holder's Name:

BAE SYSTEMS (OPERATIONS) Limited

Type/Model / Designation:

Jetstream 4100 series aeroplanes

Effective Date:	28 July 2026
TCDS:	UK.TC.A.00147
Foreign AD (if applicable):	Not applicable
Supersedure:	This AD supersedes UK AD G-2024-0003 dated 06 August 2024.

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 Ltd and British Aerospace (Operations) Ltd.

Applicability:

Jetstream 4100 Series aircraft, all models, all serial numbers.

Definitions:

The ALS: BAE Systems (Operations) Ltd Jetstream J41 Aircraft Maintenance Manual (AMM) Revision 45 dated 15 December 2023 and AMM Revision 46, dated 20 February 2024, Airworthiness Limitations Section (ALS) as set out in the Reason section.

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 4100 aeroplanes operated under UK regulation, compliance with the approved AMP is required by UK Reg (EU) No. 1321/2014 Part M.A.301(c).

Reason:

The Jetstream J41 Aircraft Maintenance Manual (AMM) includes the following chapters:

05-10-00 "Time Limits"

05-10-10 "Airworthiness Limitations"

05-10-20 "Certification Maintenance Requirements"

05-10-30 "Critical Design Configuration Control Limitations (CDCCL) – Fuel System".

The maintenance tasks and limitations contained in these chapters have been identified as mandatory actions for continued airworthiness. The CAA issued AD G-2024-0003 which superseded AD G-2022-0019 and G-2022-0006 (which superseded earlier ADs: EASA ADs 2017-0187, 2014-0043 and 2010-0098) to require operators to comply with these instructions.

Failure to accomplish these instructions could result in an unsafe condition.

UK Reg (EU) 2015/640 Annex I, Part 26 (Additional Airworthiness) mandates safety improvements for ageing aircraft, including structural integrity programmes requiring mandatory maintenance updates and modification scheduling, such as ageing aircraft structural integrity.

BAE Systems have demonstrated compliance with UK Part 26.308 & 26.309 for the Jetstream 41 Series aircraft with compliance updates to the Overall Compliance Document (OCD, STR/JS41/699, Issue 6) and Repair Evaluation Guidelines (REG, STR/JS41/698, Issue 5) which define the Damage Tolerance Inspections (DTIs) for structural airframe repairs applicable to their Jetstream 41 aircraft.

Structural Repair Manual (SRM)

As a result of demonstrating compliance with UK Part 26.308 & 26.309, the OCD (Ref. STR/JS41/699, Issue 6) identified two damage tolerance inspections for SRM repairs (SRM 52-20-10-202 and 53-20-15-202) affecting Fatigue Critical Baseline Structure (FCBS) that were previously embodied in the SRM without DTIs being defined. The two missing DTIs for these repairs have now been incorporated into the OCD at Issue 6, and subsequently into the SRM at Revision 35, published March 2026. As these DTIs affect fatigue critical structure, they are classified as Airworthiness Limitations.

Inspection Service Bulletin (ISB) J41-05-003

The compliance evidence in the OCD, STR/JS41/699, Issue 6 and REG, STR/JS41/698, Issue 5 has now been updated. Due to the changes in the documents, a one-off assessment of the impact of previous compliance accomplishment must be completed by Operators in accordance with ISB J41-05-003.

For the reasons described above, this AD retains the requirements of UK AD G-2024-0003, which is superseded, and requires review and action of the revised publications above which are included in the ALS.

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

Required as indicated, unless previously accomplished:

- (1) From the effective date of this AD, accomplish the following actions, in accordance with the instructions as specified in BAE Systems (Operations) Ltd Jetstream 41 AMM Revision 45, dated 15 December 2023 and AMM Revision 46, dated 20 February 2024 as listed in the Reason section of this AD:
 - (1.1) Replace each component before exceeding the applicable life limit, and
 - (1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks, and
 - (1.3) Ensure the continuing airworthiness of the aeroplane by compliance with each CDCCL Fuel System Item.
- (2) Within 6 months from the effective date of this AD, operators are required to review the repairs on their aircraft against the two revised repairs (SRM 52-20-10-202 and 53-20-15-202) and accomplish the(se) Damage Tolerant Inspection(s) (DTI) within the timescales specified if embodied.
- (3) Within 6 months from the effective date of this AD, operators who have previously used earlier issues of the OCD (STR/JS41/699) and REG (STR/JS41/698) than those referenced in ISB J41-05-003 are required to perform a one-off assessment of the impact of previous compliance accomplishment of repair DTI(s) which are detailed in ISB J41-05-003.
- (4) Within 12 months from the effective date of this AD, revise the Approved Maintenance Programme, by incorporating any additional DTI(s) identified from the review of the SRM and ISB J41-05-003.

Recording AD Compliance:

When the AMP of an aeroplane has been revised, that action ensures continued accomplishment of tasks as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, it is not necessary to continue to record accomplishment of individual actions for demonstration of AD compliance.

Reference Publications:

BAE Systems (Operations) Ltd Jetstream 4100 Series, Structural Repair Manual (SRM) at Revision No.35 Dated FEB 24/26.

BAE Systems (Operations) Ltd Jetstream 4100 Series Inspection Service Bulletin (ISB) J41-05-003, Original Issue dated MAR 17/26.

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

Remarks:

1. This AD was posted on 9th June 2026 as PAD 2014 for consultation until 07th July 2026. No comments were received during the consultation period.
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 Airworthiness Directive should be referred to: Continued.Airworthiness@caa.co.uk
4. For any questions concerning the technical content of the requirements in this AD, please contact: BAE Systems (Operations) Ltd
Customer Technical Support Department
Prestwick International Airport
Ayrshire, KA9 2AW
Scotland
United Kingdom

E-mail: raenglais@baesystems.com