



Civil Aviation Authority
**AIRWORTHINESS
DIRECTIVE**



Number: G-2022-0019

Issue date: 31 October 2022

Note: In this Airworthiness Directive, references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced as "UK Regulation (EU) year/number or UK Regulation (EU) No. number/year".

This Airworthiness Directive (AD) is issued by the UK CAA in accordance with UK Regulation (EU) No. 748/2012 Part 21A.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].

Type Approval Holder's Name:

BAE SYSTEMS (OPERATIONS) LIMITED

Type/Model Designation(s):

Jetstream 4100 series aeroplanes

Effective Date:	14 November 2022
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 AD was posted on 09 September 2022 as PAD 2002 for consultation until 07 October 2022. No comments were received during the consultation period.
2. If requested and appropriately substantiated, CAA can approve Alternative Methods of Compliance for this AD.
3. 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.

4. Enquiries regarding this Airworthiness Directive should be referred to: Continued.Airworthiness@caa.co.uk
5. 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 3RW, Scotland, The United Kingdom, Email: raenqliaison@baesystems.com