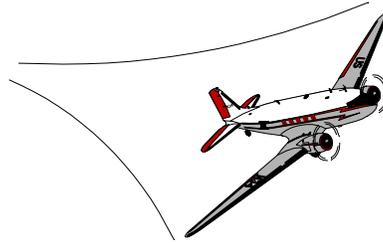


# SPECIAL AIRWORTHINESS INFORMATION BULLETIN



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

AIRCRAFT CERTIFICATION SERVICE  
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This is issued for informational purposes only and any recommendation for corrective action is not mandatory.

## **INTRODUCTION:**

The purpose of this Special Airworthiness Information Bulletin is to advise operators of British Aerospace Jetstream HP 137 Mark 1, 200, 3100, 3200 model airplanes of the need to review the Service Bulletins listed in this bulletin. The first portion addresses aging airplane issues. The second portion addresses separate issues that deserve operator attention.

## **AGING COMMUTER AIRPLANE PROGRAM**

### **BACKGROUND:**

A review of British Aerospace Jetstream Mk1, 200, 3100, and 3200 series Service Bulletins was conducted as part of the Aging Commuter Airplane program. Participation in the review included the certification branches of the Federal Aviation Administration (FAA) and UK Civil Aviation Authority (CAA), Jetstream Engineering and Customer Service representatives, a representative of the Regional Airlines Association, and several domestic and foreign operators. The purpose of this review was to evaluate each age-related service bulletin and determine if any further FAA action was necessary to ensure the level of safety desired for commuter operations.

The options considered by the group included: mandated compliance by initiation of an Airworthiness Directive, various forms of notices, or no further action required. The group reached a consensus with a recommended action for each bulletin. The FAA further reviewed these recommendations and determined that several bulletins should be re-confirmed for compliance because they significantly contribute to the higher level of safety expected for commuter operations.

### **RECOMMENDATION:**

FAA recommends that all operators of Jetstream HP 137 Mk1, 200, 3100, and 3200 airplanes review their compliance of the service bulletins listed below. If compliance has not previously been accomplished, FAA recommends accomplishment as soon as possible. For exact model and serial number effectivity, refer to the service bulletin.

NOTE: This is not an all inclusive list of service bulletins applicable to these airplanes.

### **JETSTREAM**

<b>SB NO.</b>	<b>DATE</b>	<b>TITLE (Model Affected)</b>
1/2	3/72	(1) Fatigue Lives of Items fitted on Jetstream Mk1 Aircraft
6/8	7/15/82	Cabin Entrance Door Internal Handle - Disconnection (HP 137 Mk1, 200)

**JETSTREAM  
SB NO.****DATE****TITLE (Model Affected)**

1147	12/69	Fuselage - To Improve Strength of Frame Attachment at Frame 75.15. (HP 137 Mk1)
1358	10/75	Fuselage - To Introduce Reinforcing of Front Pressure Bulkhead Boundary Angle. (HP 137 Mk1)
27-A-JA 870210 Rev. 1	4/3/87	Flying Controls - Inspection of Selected Primary Flying Control Cables Ball End Fitting for Cracking. (3100)
27-A-JA 880145 Rev. 2	6/2/90	Flight Controls - Cracking of Brake Master Cylinder Mounting Assemblies at Rudder Pedals. (HP 137 Mk1, 200, 3100, 3200)
32-A-JA 840318 Rev. 2	8/25/94	(2) Landing Gear - Failure of Main Landing Gear Door Operating Rod Eye End, Door Hinge Assembly and Hinge Brackets. (Mk1, 200, 3100)
32-A-JA 890940 Rev. 1	6/1/93	Landing Gear - Inspection and Rectification of Chafing Wear of Upper Toggles. (HP 137 Mk1, 200, 3100, 3200)
53-A-JA 850610	8/21/85	Fuselage - To Introduce An Inspection For Cracks of the Nose Equipment Bay Spine Member. (HP 137 Mk1, 200, 3100)
57-JM 5201	2/3/88	Wings - Introduction of Strengthened Attachments to Ailerons. (HP 137 Mk1, 200)
57-A-JM 5220 Rev. 1	7/25/83	Wings, Access Panel W33 - Panel Ring Assembly Fastener Hole Sizes. (HP 137 Mk1, 200, 3100)
57-A-JM 5232 Rev. 1	5/16/88	Wings - Feather Edges at Holes used to secure under Wing Fuel Tank Access Panels. (HP 137 Mk1, 200, 3100)
57-A-JM 5281 Rev. 1	1/30/90	Wings - Introduction of Improved Aileron Tab Hinges (Inner and Outer) (Modification JM 5281) (200, 3100)
57-JM 7314 Rev. 1	6/6/86	Wings - Reinforcing the Bottom Wing Skin at the Landing Gear Bay Cutout at Wing Station 115. (3100)

Notes: (1) Jetstream issued TOS/JET/109, Rev. 2, Jetstream Civil Role - Lifer Components List, December 21, 1993. This document addresses component lives for all Jetstream models. Lives specified in Type Certification Data Sheets or Airworthiness Directives are mandatory, and have precedence over lives listed in TOS/JET/109. However, this document includes lives for components in addition to those that are FAA mandatory. Although not yet mandatory, the FAA strongly recommends that operators adhere to these additional lives. The FAA's Aging Airplane Program has identified limits such as those specified in this document as an important part of ensuring the continued airworthiness of aging airplanes.

(2) Jetstream issued Jetstream Service Newsletter JSNL 32-208, Landing Gear Doors/Door Mechanisms, on December 7, 1993. It provides information regarding several SB's that address the subject, including 32-A-JA-840318. Operators should review JSNL 32-208 and consider its recommendations.

Several SB's and JSNL's evaluated during the review addressed corrosion. Jetstream issued JS/CPCP/1, Corrosion Prevention and Control Programme (CPCP), December 13, 1993. This document is the manufacturer's recommended maintenance and inspection program to prevent and control corrosion. It includes references to those corrosion related SB's and JSNL's. The United Kingdom Civil Aviation Authority (CAA) mandated the CPCP, but the FAA has not yet done so. The FAA strongly recommends that operators follow the maintenance and inspection procedures specified in that document and the referenced bulletins and newsletters. The FAA's Aging Airplane Program has identified corrosion prevention and control as another essential element of continued airworthiness of aging airplanes.

**FOR FURTHER INFORMATION CONTACT:**

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**OTHER JETSTREAM ISSUES**

**BACKGROUND:**

In addition to aging airplane related Service Bulletins, the FAA has reviewed Service Bulletins relating to a variety of issues such as maintenance or available product improvements.

**RECOMMENDATION:**

FAA recommends that all operators of Jetstream HP 137 Mk1, 200, 3100, and 3200 airplanes review their compliance of the service bulletins listed below. If compliance has not previously been accomplished, FAA recommends accomplishment as soon as possible. For exact model and serial number effectivity, refer to the service bulletin.

NOTE: This is not an all inclusive list of service bulletins applicable to these airplanes.

**JETSTREAM**

<b>SB NO.</b>	<b>DATE</b>	<b>TITLE (Model Affected)</b>
76-JK 2967	2/3/95	Engine Controls Secondary Flight Idle Baulk (3100, 3200 series)

**FOR FURTHER INFORMATION CONTACT:**

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