

**Jetstream 3102,
G-GAVA**

**Doncaster Sheffield
Airport, Yorkshire**

15 August 2014

Accident

Safety Recommendation 2014-038

It is recommended that the European Aviation Safety Agency take action to assure the continued airworthiness of those BAE Systems Jetstream 31 main landing gear legs that are manufactured from DTD 5094 aluminium alloy and have SB 32-JM7862 embodied.

Date Safety Recommendation made:

2 September 2014

LATEST RESPONSE

Response received:

19 December 2014

The issue is linked to the special washer addressed in SB 32-JM7862. A new inspection Service Bulletin (SB) 32-A-JA140940 is being prepared that will describe the inspection of the special washer installation (as previously mandated by SB 32-JM7862 and Airworthiness Directive (AD) 2013-0206), the actions to take in case of incorrect installation, and the position/condition of the washer, post return to service. Furthermore SB 32-JM7862 will be revised to improve the installation of the special washer. EASA will issue an AD, superseding AD 2013-0206, mandating the above.

Furthermore, SB 32-JM7862 has been revised to improve the installation of the special washer. This improvement was also mandated by the same AD.

AAIB Supplemental Note: The new Service Bulletin (SB) 32-A-JA140940 and revision 3 of SB 32-JM7862 were published by BAE Systems on 3 October 2014. AD 2014-0239 was issued by EASA on 3 November 2014 to mandate these requirements.

AAIB Assessment – Adequate - Closed

RESPONSE HISTORY

Response received:

31 October 2014

The issue is linked to the special washer addressed in SB 32-JM7862. A new inspection Service Bulletin (SB) 32-A-JA140940 is being prepared that will describe the inspection of the special washer installation (as previously mandated by SB 32-JM7862 and Airworthiness Directive (AD) 2013-0206), the actions to take in case of incorrect installation, and the position/condition of the washer, post return to service. Furthermore SB 32-JM7862 will be revised to improve the installation of the special washer. EASA will issue an AD, superseding AD 2013-0206, mandating the above.

Previous AAIB Assessment – Adequate – Closed

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15 August 2014

Accident

Safety Recommendation 2014-039

It is recommended that the European Aviation Safety Agency take action to mandate an effective inspection regime for the Jetstream 31 that will detect cracking and prevent failure of the yoke pintle of main landing gear legs manufactured from DTD 5094 aluminium alloy.

Date Safety Recommendation made:

2 September 2014

LATEST RESPONSE

Response received:

20 December 2016

British Aerospace (BAE) Systems, has revised the current inspection regime (as described in Service Bulletin (SB) 32-A-JA851226 and mandated by the Airworthiness Directive (AD) 2013-0208). The revised inspection regime is defined in revision 7 of SB 32-A-JA851226 and allows detection of cracks of shorter length and corrosion pits of lower depth. It has been mandated by EASA with AD NO. 2016 0224.

AAIB Assessment – Adequate - Closed

RESPONSE HISTORY

Response received:

31 October 2014

EASA is working with British Aerospace (BAE) Systems to review and improve the inspection regime required by the Service Bulletin (SB) 32-A-JA851226 and mandated by the Airworthiness Directive (AD) 2013-0208. In the short term, the new SB, that is being produced to check the correct installation of the special washer and thus prevent the stress corrosion, together with the inspections of SB 32-A-JA851226 are deemed to provide an acceptable level of safety. In recognition of the on-going AAIB investigation, due consideration will be given to any and all future findings from the investigation.

AAIB Supplementary Note: The new Service Bulletin (SB) 32-A-JA140940 and revision 3 of SB 32-JM7862 were published by BAE Systems on 3 October 2014. AD 2014-0239 was issued by EASA on 3 November 2014 to mandate these requirements. No change has been made to the method of crack detection using eddy current testing.

AAIB Assessment – Partially Adequate - Open

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15 August 2014

Accident

Safety Recommendation 2015-013

It is recommended that the European Aviation Safety Agency require BAE Systems to expedite the proposed aircraft integration trial, to investigate whether any other mechanisms have the potential to cause mitigation of the special washer or to induce similar damage to the pintle housing.

Date Safety Recommendation made:

2 July 2015

LATEST RESPONSE

Response received:

5 October 2015

EASA is in contact with the Type Certificate Holder (TCH) BAE Systems who has reported that the referred aircraft integration trial was performed in June 2015. The trial confirmed that no other potential mechanisms for migration of the special washer or damage to the pintle housing were identified.

AAIB Assessment – Adequate - Closed

RESPONSE HISTORY

N/A