

09 April 1999

54178

U.S. Department of Transportation Dockets,  
Docket No. FAA-I 9995401, - 3  
400 Seventh Street SW,  
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Washington,  
DC 20590.

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For the attention of Rule Dockets

REF: AWP/FAA/GEN/990075

Dear Sir,

DEPT. OF TRANSPORTATION  
99 APR 26 PM 3:30

**REFERENCE DOCKET No. FAA-1 999-5401; NOTICE No. 99-02**  
**[Jetstream 3101 and 3201 Airplane Types - Aging Aircraft Safety - Fatigue Life]**

The Design-Life Goals for the above Types quoted in the referenced Docket do not represent the current figures published in the applicable approved Aircraft Maintenance Documentation.

Attached to this letter are copies of CAA letters to the pertinent FAA Certification Office at that time, namely the Brussels AEU-100 Facility:

- Reference 1 - CAA letter to FAA ref 9/33/0220/C01 dated 19 February 1997
- Reference 2 - CAA letter to FAA ref 9/33/0220/C01 dated 21 May 1997

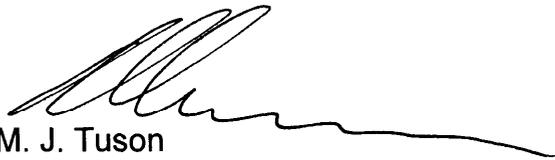
These letters refer to the CAA approval of the revised figures together with a formal request for FAA approval of these.

BAe can advise that a review of pertinent Service Bulletins has been carried out to the satisfaction of the FAA Aircraft Certification Office Kansas City and a Corrosion Prevention and Control Document is in place as prescribed.

Furthermore, BAe understand that the current inspection program referenced earlier was accepted by the FAA Commuter Aging Aircraft Group [including Jack Lincoln, Tom Swift (FAA) and John Bristol (CAA)] which visited the BAe Prestwick Site in 1997.

BAe request FAA to revise the Design Life Goals quoted in the above Docket in accordance with the information given in Reference 1.

Yours faithfully,  
for and on behalf of  
British Aerospace (Operations) Limited

A handwritten signature in black ink, appearing to be 'M. J. Tuson', written over a horizontal line.

**M. J. Tuson**  
Airworthiness Manager - Jetstream

cc. Mr. L. Mailer ACE-I 00 Kansas City  
Mr. P. Blagden, CAA Gatwick  
Mr. D. Kinshella, BAe Washington

## SAFETY REGULATION GROUP

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Our ref 9/33/0220/C 1

19 February 1997

FOR THE ATTENTION OF MR W TIMBERLAKE  
PROGRAM MANAGER AEU- 100  
Federal Aviation Administration  
c/o American Embassy  
27 Boulevard du Regent  
B- 1000 Brussels  
Belgium

Dear Sir

### **BAE JETSTREAM 3100 & 3200 AIRFRAME FATIGUE LIFE EXTENSION FAA APPROVAL**

British Aerospace, Prestwick have advised the UK CAA that the FAA have not been formally notified, and therefore no FAA approval has been received, of extensions to the airframe fatigue lives of the Jetstream 3100 and 3200 aeroplanes.

The revised airframe lives are detailed below and have been published in the following **BAe Documents**:-

Jetstream Model 3101 **Doc ref: SA.4-3100/MS/3**

Maintenance Schedule Airworthiness Limitations Section 2.5, Table 1 refers.

Jetstream Model 3201 **Doc ref: SA.4-3100/AMM/XXX** where XXX is a **customised** reference no.

Maintenance Manual, Chapter 5 Airworthiness Limitations Section refers.

The Airframe Mandatory lives are also published in **BAe Doc: SA.4-3100/MS/3**,  
Maintenance Schedule Limitations Section 2.5, Table 2 refers.

#### Jetstream 3100

Wing	45,750 landings
Fuselage	46,200 landings
Vertical Stabiliser	60,360 landings
Horizontal Stabiliser	45,000 landings.

#### Jetstream 3200

Wing	30,000 landings
Fuselage	46,200 landings
Vertical Stabiliser	55,500 landings
Horizontal Stabiliser	40,000 landings.

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19 February 1997  
Mr W Timberlake

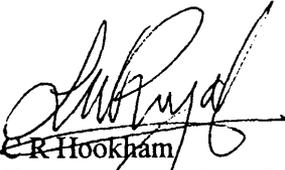
Formal UK CAA approval of these revised limits was given in December 1993 and they are unchanged since that date.

At a meeting with the FAA Ageing Aircraft Specialists at Prestwick these revised limits were discussed and it became evident that the lives had not been promulgated through the FAA for their approval. Also, it was noted that the FAA TCDS A21EU Revision 11 Note 3 refers to an out of date Maintenance Schedule Doc. ref for the Jetstream Model 3 10 1 aircraft.

BAe are concerned that the lead Jetstream 3 10 1's operating in the USA are approaching their previously agreed fatigue life limitations and therefore FAA acceptance of these revised lives would be appreciated.

On behalf of the CAA I apologise for the late delay in formally advising the FAA of these changes to the Fatigue Life Limitations of these Airframe components.

Yours faithfully

RP   
R Hookham

Transport Aeroplane Section  
Aircraft Projects 2E

cc Mr M J Tuson, Jetstream Aircraft Ltd, Prestwick  
D G Gibson, CAA

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Our ref 9/33/0220/C0 1

21 May 1997

FOR THE ATTENTION OF MR W TIMBERLAKE  
PROGRAM MANAGER - AEU- 100  
Federal Aviation Administration  
c/o American Embassy  
27 Boulevard du Regent  
B- 1000 Brussels  
Belgium

Dear Sir

**BAE JETSTREAM 3100 & 3200 FAA APPROVAL OF AIRFRAME FATIGUE LIFE EXTENSION**  
Ref (a) CAA letter to FAA ref 9/33/0220/C 1 dated 19 February 1997 (copy attached)

Earlier this year the CAA wrote to you on behalf of BAe Prestwick [Ref (a)] requesting FAA approval of extensions to airframe fatigue lives of the Jetstream 3 100 and 3200 aircraft which were formally approved by the CAA in December 1993.

To date neither BAe Prestwick nor the CAA have received any confirmation that these extended fatigue lives have been accepted for US registered aeroplanes.

Please could you advise us of the FAA position on this subject.

Yours faithfully

*MA Gockler*

*BP.*

C R Hookham  
Aircraft Certification Section

cc D G Gibson, CAA  
Mr M J Tuson, BAe Regional Aircraft, Prestwick

21MAY(A)/JAG