

Proposed Deviation on Installation of 9g seats for Mission Crew

Applicable to Jetstream 4100

Introductory note:

The following Deviation has been classified as an important Deviation and as such shall be subject to public consultation, in accordance with EASA Management Board decision 02/04 dated 30 March 2004, Article 3 (2.) of which states:

"2. Deviations from the applicable airworthiness codes, environmental protection certification specifications and/or acceptable means of compliance with Part 21, as well as important special conditions and equivalent safety findings, shall be submitted to the panel of experts and be subject to a public consultation of at least 3 weeks, except if they have been previously agreed and published in the Official Publication of the Agency. The final decision shall be published in the Official Publication of the Agency."

Statement of Issue

The certification basis for the BAE Systems Jetstream 4100 aeroplane type, as referenced through the EASA TCDS EASA.A.189, is JAR25 at Change 12 plus the Special Condition ref JS41/08 which improved seat safety standards by introducing Emergency Landing Dynamic Conditions (JAR 25.562).

Through a Supplemental Type Certificate project, five Martin-Baker console operator (single) seats, P/N MBCS12900() have been installed. These seats, fitted with a five-point harness, have been designed against the requirements of JAR25.561 rather than 25.562.

Jetstream 4100 - Deviation C-01

- Installation of 9g seats for Mission Crew –

Considering the use of the aeroplane when the console operator seats are installed, in this case a special mission for maritime surveillance training, it is believed that compliance with 25.561, instead of 25.562, will provide an adequate level of safety.

The installation of console operator seats compliant with 25.561, in replacement of JAR 25.562(a), (b) & (c), is acceptable under the following provisions:

- a) The seats must comply with JAR 25.561(d) and be ETSO approved.
- b) The use of these seats for commercial air transport is not acceptable.
- c) Placards must be installed stating that the seats may only be used by mission controllers and personnel under training.

- d) A supplement to the Aeroplane Flight Manual shall be developed containing:
 - i. Instructions for the use of the seats including any particular requirements for take-off and landing;
 - ii. a limitation specifying that the seats must not be occupied if the aeroplane is used for commercial air transport;