

Airworthiness Directive Schedule

Aeroplanes

Britten-Norman Trislander BN-2A Mk III Series

22 October 2015

- Notes**
1. This AD schedule is applicable to Britten-Norman Islander BN-2A Mk III-1, BN-2A Mk III-2 and BN-2A Mk III-3 series aircraft manufactured under UK CAA Type Certificate No. BA6.
 2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Britten-Norman Trislander BN-2A Mk III series aircraft. State of Design ADs applicable to these aircraft can be obtained directly from the EASA web site. The link to the EASA web site is available on the CAA web site at http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *
-

Contents

DCA/BN2MKIII/1B	Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue.....	2
DCA/BN2MKIII/2	Undervoltage Sensor - Replacement	2
DCA/BN2MKIII/3A	Primary Structure - Inspection.....	2
DCA/BN2MKIII/4	Tailplane Front Attachment Brackets - Inspection.....	3
DCA/BN2MKIII/5	MLG Top Block Support Structure - Inspection	3
DCA/BN2MKIII/6	Electrical Switch Panel - Modification.....	3
DCA/BN2MKIII/7	Access Panel Bolts - Inspection	3
DCA/BN2MKIII/8	Cancelled.....	3
DCA/BN2MKIII/9	De-icing Boot Bonding.....	4
DCA/BN2MKIII/10A	FHL Landing Gear – Life Limitation	4
DCA/BN2MKIII/11	Passenger Seat Rear Frames - Inspection	4
DCA/BN2MKIII/12A	Cancelled – EASA AD 2006-0143R1 refers.....	4
From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below with linked directly to them. You can also obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.....		
2012-0270R1	Tank Filler Cap and Receptacle – Inspection and Replacement.....	5
2013-0215	Cancelled – EASA AD 2013-0263 refers	5
2013-0263	Cancelled – EASA AD 2015-0184 refers	5
* 2006-0143R1	Cancelled – EASA AD 2015-0199 refers	5
2015-0184	Engine Control Cables – Inspection	5
* 2015-0199	Pitot/Static Pressure Head – Inspection.....	5

DCA/BN2MKIII/1B **Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue**

- Applicability:** Model BN-2A MkIII series aircraft, all S/N.
- Note:** This AD revised to remove certain UK CAA non-mandatory Pilatus Britten-Norman SBs and introduce two UK CAA aircraft equipment ADs.
- Requirement:** Compliance with the following UK CAA Mandatory Pilatus Britten-Norman SBs and Modification Leaflets (as applicable) is required:
- Britten-Norman SBs:
56, 61, 62, 63, 67, 69, 71, 72, 73, 74, 75, 77, 85, 86, 88, 89, 91, 93, 98, 101, 102, 103, 109, 111, 114, 116, 120, 128, 132, 139, 144, 146, 150, 151, 154, 179, 203, 214, 218, 229, 237, 243, 249, 272, 273, 275, 277, 281 and 284.
- Britten-Norman Modification Leaflets:
BN-2/NB/M238 and BN-2/NB/M596.
- UK CAA Aircraft Equipment ADs:
1368 PRE 80 (Inspection for cracks and corrosion in MLG leg outer casing per Automotive Products SB 32-268).
019-04-90 (Safe life of link pin 46043 for MLG Assembly 3507 H2 per Fairey Hydraulics SB 32-8).
- Compliance:** Before issue of a New Zealand Certificate of Airworthiness, or at the next ARA inspection after the effective date of this AD whichever is the sooner, unless previously accomplished. Repetitive inspections to be accomplished at intervals not to exceed the times specified in the SBs.
- Effective Date:** DCA/BN2MKIII/1 – 21 June 1991
DCA/BN2MKIII/1A – 30 January 2003
DCA/BN2MKIII/1B – 29 September 2011

DCA/BN2MKIII/2 **Undervoltage Sensor - Replacement**

- Applicability:** Model BN-2A Mk III Series.
- Requirement:** To preclude the loss of the electrical bus system undervolts warning, replace undervoltage sensor P/N NB-81-3697 (issue 1 to 5 inclusive) with new undervoltage sensor, P/N NB-81-3697 (issue 6 and subsequent) per Pilatus Britten-Norman SB BN-2/SB.187.
(UK CAA AD 021-02-90 refers)
- Compliance:** Within next 100 hours TIS or by 30 September 1990, whichever is the sooner.
- Effective Date:** 29 June 1990

DCA/BN2MKIII/3A **Primary Structure - Inspection**

- Applicability:** Model BN-2A Mk III Series.
- Requirement:** To enable early detection and rectification of serious structural corrosion, inspect and rectify per Pilatus Britten-Norman SB BN-2/SB.190 Issue 2.
(UK CAA AD 020-02-90 refers)
- Compliance:** Not later than 31 January 1991, and thereafter at intervals not exceeding 2 years.
- Effective Date:** DCA/BN2MKIII/3 - 29 June 1990
DCA/BN2MKIII/3A - 27 November 1992

DCA/BN2MKIII/4 Tailplane Front Attachment Brackets - Inspection

- Applicability:** Model BN-2A Mk III Series.
- Requirement:** To detect cracking of tailplane front attachment brackets inspect per Pilatus Britten-Norman SB BN-2/SB.199. Rectify any defects found, as prescribed in the SB before further flight.
(UK CAA AD 016-06-91 refers)
- Compliance:** By 1 August 1991.
- Effective Date:** 19 April 1991

DCA/BN2MKIII/5 MLG Top Block Support Structure - Inspection

- Applicability:** Model BN-2A Mk III Series.
- Requirement:** To detect cracking of the MLG top block support structure inspect per Pilatus Britten-Norman SB BN-2/SB.200. Rectify any defects found as prescribed in the SB before further flight.
(UK CAA AD 017-06-91 refers)
- Compliance:** By 1 August 1991
- Effective Date:** 19 April 1991

DCA/BN2MKIII/6 Electrical Switch Panel - Modification

- Applicability:** All Model BN-2A Mk III Series not incorporating Mod. NB/M/1463.
- Requirement:** To prevent accidental short circuit at rear of Pilot's switch panel, incorporate Mod. NB/M/1463 per Pilatus Britten-Norman SB BN-2/SB.202.
(UK CAA AD 020-06-91 refers)
- Compliance:** By 30 June 1992.
- Effective Date:** 27 March 1992

DCA/BN2MKIII/7 Access Panel Bolts - Inspection

- Applicability:** Model BN-2A Mk III Series
- Requirement:** To prevent over-length bolts from restricting aileron movement, inspect bolts securing access panels at W.STA 181.68 per SB 291.
- Compliance:** Within 50 hours TIS.
- Effective Date:** 28 August 2003

DCA/BN2MKIII/8 Cancelled

DCA/BN2MKIII/9 De-icing Boot Bonding

- Applicability:** All Model BN-2A Mk III Series
- Requirement:** To prevent detachment of the pneumatic de-icing boots, comply with Britten-Norman SB 293 and the BF Goodrich Black Standard Pneumatic De-icing Maintenance and Repair Manual ATA 30-10-31.
- Compliance:** When repairing or installing pneumatic de-icing boots.
- Effective Date:** 28 August 2003

DCA/BN2MKIII/10A FHL Landing Gear – Life Limitation

- Applicability:** BN2A Mk III series, fitted with FHL (formerly Fairey Hydraulics Ltd) landing gear.
- Requirement:** To prevent landing gear components remaining in service beyond their finite fatigue lives, determine the number of landings accumulated on all FHL main and nose landing gears per B-N Group SB 298, Issue 1. Any landing gear assemblies or components that have exceeded the fatigue lives stated in Paragraph 6 of SB 298 Issue 1, must be removed from service before further flight.
- From the effective date of this AD, Owners/Operators must maintain records of the number of landings experienced by all FHL landing gears that remain in service.
- (UK AD G-2003-0013 refers)
- Compliance:** By 29 February 2004
- Effective Date:** DCA/BN2MKIII/10 – 28 August 2003
DCA/BN2MKIII/10A - 29 January 2004

DCA/BN2MKIII/11 Passenger Seat Rear Frames - Inspection

- Applicability:** BN2A Mk III series fitted with Futair F1005 series or BN Group Ltd type NB-16-2045 passenger seats, without modification NB-M-1756.
- Requirement:** To prevent failure of passenger seat rear frames, inspect each passenger seat frame per B-N Group SB 286. If damage is found replace the seat frame with a serviceable item prior to further flight.
- Repetitive inspections required by this AD may be terminated by accomplishment of B-N Group modification NB-M-1756 Part 2.
- (UK AD G-2003-0012 refers)
- Compliance:** Within next 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS.
- Effective Date:** 29 January 2004

DCA/BN2MKIII/12A Cancelled – EASA AD 2006-0143R1 refers

- Effective Date:** 13 January 2015

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below with linked directly to them. You can also obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

2012-0270R1 Tank Filler Cap and Receptacle – Inspection and Replacement

Effective Date: 16 April 2013

2013-0215 Cancelled – EASA AD 2013-0263 refers

Effective Date: 12 November 2013

2013-0263 Cancelled – EASA AD 2015-0184 refers

Effective Date: 15 September 2015

*** 2006-0143R1** Cancelled – EASA AD 2015-0199 refers

Effective Date: 14 October 2015

2015-0184 Engine Control Cables – Inspection

Effective Date: 15 September 2015

*** 2015-0199** Pitot/Static Pressure Head – Inspection

Effective Date: 14 October 2015