


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006-0143R1</p> <p>Date: 13 January 2015</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: BRITTEN NORMAN AIRCRAFT Ltd</p>	<p>Type/Model designation(s): BN2 (Islander) and BN2A Mark III (Trislander) aeroplanes</p>	
<p>TCDS Numbers:</p>	<p>EASA.A.388 and United Kingdom (UK) BA6 and BA8; UK Airworthiness Approval Notes 9405.1, 10101, 10918, 10992, 11105 and 11108.</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Revision:</p>	<p>This AD revises EASA AD 2006-0143 dated 29 May 2006, which superseded CAA UK AD G-2005-0034 (EASA approval 2005-6447) dated 15 December 2005.</p>	
<p>ATA 34</p>	<p>Navigation – Pitot / Static Pressure Head – Inspection / Test</p>	
<p>Manufacturer(s):</p>	<p>B-N Group Ltd, Britten-Norman Ltd, Fairey Britten-Norman Ltd, Britten-Norman (Bembridge) Ltd, Pilatus Britten-Norman Ltd and PADC.</p>	
<p>Applicability:</p>	<p>BN2, BN2A, BN2B and BN2T (Islander) aeroplanes, all Models, all serial numbers (s/n), and BN2A Mark III (Trislander) aeroplanes, all Models, all s/n, if equipped with a pitot/static pressure head, Part Number (P/N) DU130-24.</p>	
<p>Reason:</p>	<p>Occurrences were reported of finding cracks in the inner shell of certain pitot/static pressure heads, P/N DU130-24.</p> <p>This condition, if not detected and corrected, could lead to incorrect readings on the pressure instrumentation, e.g. altimeters, vertical speed indicators (rate-of climb) and airspeed indicators, possibly resulting in reduced control of the aeroplane.</p> <p>To address this potential unsafe condition, B-N Group issued Service Bulletin (SB) 310 to provide inspection and test instructions.</p> <p>Consequently, CAA UK issued AD G-2005-0034 to require repetitive inspections and leak tests and, depending on findings, accomplishment of applicable corrective action(s).</p> <p>Since that AD was issued, B-N SB 310 was revised to issue 2, introducing an additional cautionary recommendation. As EASA could not revise the CAA UK AD, new EASA AD 2006-0143 was issued to make reference to SB 310 at issue 2.</p>	

	<p>More recently, Britten Norman Aircraft published issue 3 of SB 310, making reference to optional modification (mod) NB-M-1728, which introduces a new pitot/static pressure head that is not affected by the requirements of EASA AD 2006-0143.</p> <p>For the reason described above, EASA AD 2006-0143 is revised to reduce the Applicability to aeroplanes that have a P/N DU130-24 pitot/static pressure head installed, and to conform that modification NB-M-1728 constitutes terminating action for the repetitive inspections and tests required by this AD.</p> <p>This revised AD also includes editorial changes to bring it up-to-date with current AD writing standards, without changing the technical content or required actions.</p>
Effective Date:	<p>Revision 1: 13 January 2015</p> <p>Original issue: 06 June 2006</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 500 flight hours (FH) after 23 December 2005 [the effective date of CAA UK AD G-2005-0034], and thereafter, during each scheduled 500 FH inspection, accomplish the inspection and leak test procedures in accordance with the instructions of Section 6 Britten Norman SB 310 at Issue 2, or Section 7 of the SB at issue 3. (2) If, during any inspection or test as required by paragraph (1) of this AD, discrepancies are found, before next flight, accomplish all applicable corrective actions. (3) Modification of an aeroplane in accordance with the instructions of Britten Norman Aircraft Limited NB-M-1728 constitutes terminating action for the repetitive inspections and leak tests as required by this AD for that aeroplane.
Ref. Publications:	<p>Britten Norman Aircraft Ltd SB 310 issue 2 dated 01 March 2006, or issue 3 dated 15 December 2014.</p> <p>Britten Norman Aircraft Ltd Modification NB-M-1728 original issue (A) dated 20 May 2009, or issue 1 dated 04 August 2011, or issue 2 dated 14 August 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was issued on 03 May 2006 as PAD 06-115 for consultation until 12 May 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact Britten Norman Aircraft Limited, Bembridge Airport, Isle of Wight, PO35 5PR, United Kingdom. Telephone: +44 (0) 1983 872511, Fax: +44 (0) 1983 873246.