EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0184 **Date: 01 September 2015** 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.

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].

Design Approval Holder's Name:	**Type/Model designation(s):**
BRITTEN-NORMAN AIRCRAFT Ltd	BN2, BN2A, BN2B (Islander) and BN2A MKIII (Trislander) aeroplanes

TCDS Numbers:	EASA.A.388, United Kingdom (UK) BA6, and UK Airworthiness Approval Notes 9405.1, 10101, 10918, 10992, 11105 and 11108.
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2013-0263 dated 29 October 2013.

ATA 76	**Engine Controls – Engine Control Cables – Inspection / Replacement**
Manufacturer(s):	Britten-Norman Aircraft Limited, formerly B-N Group Ltd, Britten-Norman Ltd, Fairey Britten-Norman Ltd, Britten-Norman (Bembridge) Ltd, Pilatus Britten-Norman Ltd and PADC.
Applicability:	BN2, BN2A and BN2B (piston engine) "Islander" aeroplanes, all models, all serial numbers, and BN2A MARK III "Trislander" aeroplanes, all models, all serial numbers.
Reason:	Britten-Norman Aircraft Limited was made aware of two occurrences where a failure of engine control cable assemblies has caused engine control difficulties. In both reported cases, the cable sliding end assemblies were in poor condition and in both cases, an incorrect end-fitting was installed, which may have contributed to the failures. This condition, if not detected and corrected, could result in reduced engine control, possibly resulting in reduced control of the aeroplane. To address this potential unsafe condition, Britten-Norman Aircraft issued Service Bulletin (SB) 334 to provide inspection instructions, and EASA issued AD 2013-0215 to require a one-time inspection and functional test of the engine control cables and, depending on findings, replacement of the cables. Subsequently, as it was found that BN2 "Islander" aeroplanes were mistakenly omitted from the AD applicability, EASA issued AD 2013-0263, retaining the requirements of EASA AD 2013-0215, which was superseded, and extending the applicability to BN2 aeroplanes.

	Since EASA AD 2013-0263 was issued, it was found that certain parts, specific to BN2A “Trislander” aeroplanes only, were inadvertently not included in SB 334 and, as a consequence, not required by AD 2013-0263 to be inspected. Prompted by these findings, Britten-Norman revised SB 334 (now at issue 2) to include the missing parts. For the reason described above, this AD retains the requirements of EASA AD 2013-0263, which is superseded, and adds inspection requirements for the additional parts.
Effective Date:	15 September 2015
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 6 months after 30 September 2013 [the effective date of EASA AD 2013-0215], inspect the engine control cable assemblies, Part Number (P/N) 137835, P/N 172449-1, P/N 17250 and P/N 172451, and check the control linkages for proper adjustment, in accordance with the instructions of Section 6 ‘ACTION’ of Britten-Norman Aircraft Limited SB 334. (2) Within 3 months after the effective date of this AD, inspect the wing-mounted engine mixture sliding end assemblies P/N NB-45-2883 and other sliding end assemblies P/N 80468, and check the control linkages for proper adjustment, in accordance with the instructions of Section 6 ‘ACTION’ of Britten-Norman Aircraft Limited SB 334 Issue 2. (3) If, during the inspection and check as required by paragraph (1) or (2) of this AD, as applicable, discrepancies are detected, as identified in Britten-Norman Aircraft SB 334, before next flight, replace the affected engine control cable assembly or sliding end assembly, as applicable, with a serviceable unit. (4) From the effective date of this AD, installation on an aeroplane of engine control cable assemblies having P/N 137835, P/N 172449-1, P/N 17250 or P/N 172451, or sliding end assemblies P/N NB-45-2883 or P/N 80468, is allowed, provided these are new, or have passed the inspection and check as required by paragraph (1) or (2) of this AD, as applicable.
Ref. Publications:	Britten-Norman Aircraft Limited SB 334 Issue 1 dated 30 August 2013, and Issue 2 dated 17 July 2015. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 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, Commodore House, Mountbatten Business Centre, Millbrook Road East, Southampton SO15 1HY, United Kingdom. Telephone: +44 20 3371 4000, Fax: +44 20 3371 4001 E-mail info@bnaircraft.com, Website: www.britten-norman.com.