



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-037

Issued: 14 March 2018

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

BRITTEN-NORMAN AIRCRAFT LIMITED

Type/Model designation(s):

BN2, BN2A, BN2B and BN2T aeroplanes

Effective Date: [TBD – standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.388, United Kingdom (UK) BA8, and UK Airworthiness Approval Notes 9405.1, 10101, 10843, 10918, 10992, 11105, 11108, 11529 and 12401

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Rudder Final Drive Rod Assembly – Inspection

Manufacturer(s):

Britten-Norman Aircraft Ltd (BNA), formerly B-N Group Ltd, Britten-Norman Ltd, Pilatus Britten-Norman Ltd, Fairey Britten-Norman Ltd, Britten-Norman (Bembridge) Ltd

Applicability:

BN2, BN2A, and BN2B (Islander) aeroplanes, all models, all serial numbers (s/n); and BN2T, BN2T-2, BN2T-2R and BN2T-4R aeroplanes, all s/n.

Definitions:

For the purpose of this AD, the following definitions apply:

The applicable SB: Britten-Norman Aircraft Ltd Service Bulletin (SB) 363 and SB 364, as applicable.

Affected part: Rudder final drive rods, having Part Number (P/N) NB-45-0991.



Reason:

Occurrences have been reported of failures of the rudder final drive rod, P/N NB-45-0991. Cracks were found in the region of the taper pins. There is evidence that replacing the taper pins could be a significant factor contributing to the failure of this rod.

This condition, if not detected and corrected, could lead to failure of the affected part, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, BNA issued the applicable SB, providing inspection instructions.

For the reason described above, this AD requires a one-time inspection of the affected part and, depending on findings, replacement. This AD also prohibits replacement of taper pins on an affected part. BNA will amend the applicable Maintenance Manuals accordingly.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the compliance time as specified in Table 1 of this AD, as applicable, inspect the affected part in accordance with the instructions of the applicable SB.

Table 1 – Affected Part Inspection

Affected Aeroplanes	Compliance Time (after the effective date of this AD)	Applicable SB
BN2, BN2A, BN2B	Within 100 flight hours (FH)	363
BN2T	Within 200 FH	364

- (2) Within 30 days after the effective date of this AD, accomplish a maintenance records check of the affected part, installed on the aeroplane, to determine whether any previous taper pin(s) replacement or rework has been accomplished on that part.

Corrective Action(s):

- (3) If, during the inspection as required by paragraph (1) of this AD, loose taper pins or loose end connections are found, before next flight, replace the affected part with a serviceable part in accordance with the instructions of the applicable SB.
- (4) If, during the records check as required by paragraph (2) of this AD, any evidence is found of previous taper pin(s) replacement or rework, within the compliance time specified in Table 1 of this AD, as applicable, replace the affected part with a serviceable part in accordance with the instructions of the applicable SB.

Parts Installation:

- (5) From the effective date of this AD, it is allowed to install an affected part on any aeroplane, provided the part is new, or that, before installation, it is verified that no taper pin has been replaced on the affected part.



Prohibition:

(6) From the effective date of this AD, do not replace any taper pin(s) on any affected part.

Ref. Publications:

Britten-Norman Aircraft Ltd SB 363 issue 1 dated 07 February 2018, or issue 2 dated 06 March 2018.

Britten-Norman Aircraft Ltd SB 364 issue 1 dated 07 February 2018, or issue 2 dated 06 March 2018.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 11 April 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, 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: airworthiness@bnaircraft.com, Website: www.britten-norman.com.

