


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 09-058</p> <p>Date: 08 April 2009</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>
In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance / cancellation 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 closing date indicated.	
Type Approval Holder's Name: Britten-Norman Aircraft Limited	Type/Model designation(s): BN2A, BN2B and BN2T series Islander
TCDS Number: UK CAA No.BA8	
Foreign AD: Not applicable	
Supersedure: None	
ATA 27	Elevator and Tab – Elevator Tip Assemblies – Inspection / Replacement
Manufacturer(s):	Britten-Norman Aircraft Limited, B-N Group Ltd., Britten-Norman Ltd., Fairy Britten-Norman Ltd., Britten-Norman (Bembridge) Ltd., Pilatus Britten-Norman Ltd., Philippine Aerospace Development Corporation (PADC)
Applicability:	BN2A-8, -9, -20, -21, -26, -27 and BN2B-20, -21, -26, -27 and BN2T, BN2T-2, -2R, -4R and -4S Islanders, all serial numbers.
Reason:	<p>An event has been reported where Glass Fibre Reinforced Plastic (GFRP) elevator tips have been found deformed on in-service aircraft. The outboard three inches of the elevator tip assembly profiles (top and bottom surfaces) had changed from being convex profiles to concave profiles.</p> <p>There is concern that this could potentially result in, or be caused by, internal structural delamination and/or failure. Such a failure could have a serious effect on the aircraft handling and could potentially result in loss of control of the aircraft.</p> <p>For the reasons stated above, this new AD mandates inspection of the GFRP elevator tips and replacement of any deformed parts.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) At the next check A (daily check) after the effective date of this AD, visually inspect for deformation of shape and signs of concavity the</p>

	<p>elevator tip assemblies (top and bottom surfaces) as instructed in paragraphs 6 and 9 of Britten-Norman Aircraft Service Bulletin BN-2/SB 313 issue 3.</p> <p>(2) If any sign of concavity is found, before further flight, inspect for delamination the elevator tip as instructed in paragraph 9 of BN-2/SB 313 issue 3.</p> <p>(2.1) <u>If delamination is found</u>, before further flight, replace the elevator tip by a serviceable one per drawing NB-31-235 or NB-31-873 as applicable to aeroplane models.</p> <p>(2.2) <u>If no delamination is found</u>, at intervals not to exceed 50 flight hours and until accomplishment of paragraph (2.3) of this AD, inspect for delamination the elevator tip as instructed in paragraph 9 of BN-2/SB 313 issue 3.</p> <p>(2.3) Within 6 months after the effective date of this AD, unless already done as required by paragraph (2.1) of this AD, replace the elevator tip by a serviceable one per drawing NB-31-235 or NB-31-873 as applicable to aeroplane models.</p> <p>(3) After the effective date of this AD, do not install on any aeroplane elevator tips, unless they have already been inspected in accordance with Britten-Norman Aircraft Service Bulletin BN-2/SB 313 issue 3 and determined to be free from concavity and delamination.</p>
Ref. Publications:	<p>Britten-Norman Aircraft Service Bulletin BN-2/SB 313 issue 3;</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>Britten-Norman Drawing NB-31-235 or NB-31-873.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 22 April 2009. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any questions concerning the technical content of the requirements in this PAD, please contact: <p>Airworthiness, Britten-Norman Aircraft Ltd., Bembridge Airport, Isle of Wight, PO35 5PR, United Kingdom Phone: +44(0) 20 3371 4000 Fax: +44(0) 20 3371 4001 e-mail: jim.roberts@bnaircraft.com</p>