

Airworthiness Directive Schedule

Aeroplanes

Britten-Norman Islander BN2A and BN2B Series

26 July 2018

- Notes:**
1. This AD schedule is applicable to Britten-Norman Islander BN2A, BN2A-8, BN2A-9, BN2A-20, BN2A-21, BN2A-26, BN2A-27, BN2B-26 and BN2B-27 series aircraft manufactured under UK CAA Type Certificate No. BA8.
 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 these aircraft. State of Design ADs can be obtained directly from the EASA web site at <http://ad.easa.europa.eu/>
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *
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| <p>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/ 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.</p> | | |
| 2012-0270R1 | Tank Filler Cap and Receptacle – Inspection and Replacement..... | 20 |
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DCA/BN-2/1 Rudder Bar Beam - Inspection

Applicability: As detailed.
Requirement: BN-2/SB.20.
(UK CAA AD 0610 Pre 80 refers)
Compliance: As detailed.

DCA/BN-2/2 Cast Bellcrank Lever Assembly - Inspection

Applicability: BN-2 Series.
Requirement: BN-2/SB.24.
(UK CAA AD 0611 Pre 80 refers)
Compliance: As detailed.

DCA/BN-2/3 Wing Attachment Spindles - Inspection

Applicability: As detailed.
Requirement: BN-2/SB.25.
(UK CAA AD 0612 Pre 80 refers)
Compliance: As detailed.

DCA/BN-2/5 Tail Plane Front Spar Attachments - Inspection

Applicability: As detailed
Requirement: BN-2/SB.27.
(UK CAA AD 0613 Pre 80 refers)
Compliance: As detailed

DCA/BN-2/6 Carburettor Air Boxes Fire Hazard - Modification

Applicability: As detailed.
Requirement: BN-2/SB.28.
(UK CAA AD 0614 Pre 80 refers)
Compliance: As detailed

DCA/BN-2/7 Reinforcement of the Flap Centre Operating Lever - Modification

Applicability: All models.
Requirement: Modification Leaflet BN-2/BN/M417.
(UK CAA AD 0604 Pre 80 refers)
Compliance: By 31 May 1970

DCA/BN-2/8 Jo-Bolts, Engine Mount Frame Attach Brackets - Inspection

Applicability: As detailed.
Requirement: BN-2/SB.44
(UK CAA AD 0616 Pre 80 refers)
Compliance: As detailed.

DCA/BN-2/9 Elevator Trim Tab Jack Eye End - Modification

Applicability: As detailed.
Requirement: Modification Leaflet BN-2/NB/M468.
(UK CAA AD 0605 Pre 80 refers)
Compliance: By 14 February 1971

DCA/BN-2/10A Elevator Trim Tab - Inspection

Applicability: All models.
Requirement: BN-2/SB.49.
(UK CAA AD 0617 Pre 80 refers)
Compliance: As detailed.
Effective Date: 6 May 1974

DCA/BN-2/11 Elevator Trim Tab - Modification

Applicability: All models.
Requirement: Modification Leaflet BN-2/NB/M507.
(UK CAA AD 0606 Pre 80 refers)
Compliance: By 15 October 1971

DCA/BN-2/12 Woodward Propeller Governor Drive Shaft - Inspection

Applicability: All models.
Requirement: BN-2/SB.53.
Compliance: As detailed.

DCA/BN-2/13B Upper Engine Mounting Brackets on Front Wing Spar - Inspection and Modification

Applicability: All model BN-2, BN-2T and BN-2A Series.
Requirement: Inspect and modify per Pilatus Britten-Norman SB BN-2/SB61 Issue 5. Rectify defective installations before further flight.
(UK CAA AD 0619 Pre 80 refers)
Compliance: Inspection - within the next 50 hours TIS unless already accomplished and thereafter at intervals not exceeding 500 hours TIS until modified. After modification inspect at intervals not exceeding 1000 hours TIS.
Modification - at next engine removal for whatever reason.
Effective Date: DCA/BN2/13A - 31 May 1974
DCA/BN2/13B - 12 February 1982

DCA/BN-2/14A Cancelled - DCA/BN-2/28 refers

Effective Date: 27 July 2006

DCA/BN-2/15 Cancelled - DCA/BN-2/16 refers

Effective Date: 27 July 2006

DCA/BN-2/16 Aileron Mass Balance - Modification

Applicability: All models
Requirement: BN-2/SB.67.
(UK CAA AD 0621 Pre 80 refers)
Compliance: By 1 March 1974

DCA/BN-2/17 6 Degree Droop Flap Micro-switch Setting - Inspection

Applicability: All with drooped flaps
Requirement: BN-2/SB.66.
(UK CAA AD 0620 Pre 80 refers)
Compliance: By 31 March 1974

DCA/BN-2/18 Sangamo Weston Tachometers - Inspection

Applicability: All with Sangamo Weston tachometers P/Nrs S128.5.139 S/Nrs up to & including BB 96799
Requirement: BN-2/SB.68.
(UK CAA AD 0622 Pre 80 refers)
Compliance: By 31 March 1974

DCA/BN-2/19 Engine Mounting Frame Weld - Inspection

Applicability: All with mounting frames having S/Nrs prefixed S2M & S2M/T
Requirement: BN-2/SB.72 or SL BNSL/D1.
(UK CAA AD 0625 Pre 80 refers)
Compliance: Within the next 10 hours TIS
Effective Date: 14 February 1974

DCA/BN-2/20 Flight Compartment Seat Backs - Inspection and Strengthening

Applicability: As detailed
Requirement: BN-2/SB.69.
(UK CAA AD 0623 Pre 80 refers)
Compliance: Within the next 100 hours TIS
Effective Date: 31 July 1974

DCA/BN-2/21 Flight Compartment Seats - Defective Locking Mechanism - Inspection

Applicability: As detailed.
(UK CAA AD 0624 Pre 80 refers)
Requirement: BN-2/SB.71
Compliance: 1. Inspection to be carried out within the next 25 hours TIS.
2. All affected seats must be repaired by 31 January 1975 or retired from service
Effective Date: 31 July 1974

DCA/BN-2/22A Rudder Top, Centre and Bottom Hinge Brackets - Inspection

Applicability: All model BN-2A

Requirement: Britten-Norman SB BN-2/Sb-76 Issue 4

Compliance:

1. Initial inspection within the next 50 hours TIS and thereafter at intervals not exceeding 100 hours TIS.
2. After rectification per para. 3, inspection shall be repeated at intervals not exceeding 500 hours TIS.
3. Rectification in accordance with SB 76 Issue 4, must be accomplished before further flight if cracks are found, otherwise within the next 500 hours TIS or by 16 June 1975 for top hinge and by 31 May 1976 for centre and bottom hinges, whichever is the sooner in each case.
(UK CAA AD 0627 Pre 80 refers)

Effective Date: Top hinge inspection: 17 March 1975.

Centre and bottom hinge inspection: 16 February 1976

DCA/BN-2/23A Rudder Bar Lower Mounting - Inspection and Modification

Applicability: All BN-2, BN-2A and BN-2B series aircraft with Britten-Norman modifications NB/M/463 Part A or NB/M/440 not embodied.

Requirement: Britten-Norman SB BN-2/SB 74 Issue 2.
(UK CAA AD 0626 PRE 80 refers)

Compliance: Inspection - Within the next 25 hours TIS for aircraft with 1000 hours TIS or more, and thereafter at intervals not to exceed 200 hours TIS until modified.

Modification - Before further flight if cracking or other defects found, but must be embodied in all aircraft not later than 30 October 2006.

Effective Date: DCA/BN-2/23 - 31 May 1976
DCA/BN-2/23A - 27 July 2006

DCA/BN-2/24 Cancelled - DCA/BN-2/40A now refers

DCA/BN-2/25A Air Intake Hose - Inspection

Applicability: All BN-2A and BN-2B series aircraft fitted with IO-540-K1B5 engines.

Requirement: Accomplish Britten-Norman SB BN-2/SB 95 Issue 5.
(UK CAA AD 0630 PRE 80 refers)

Compliance: Inspect within the next 5 hours TIS, unless already accomplished, and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: DCA/BN-2/25 - 25 August 1976
DCA/BN-2/25A - 27 July 2006

DCA/BN-2/26 Cancelled - DCA/BN-2/40A now refers

DCA/BN-2/27 Cancelled - DCA/BN-2/40A now refers

DCA/BN-2/28 Rudder Bar Installation - Inspection

- Applicability:** All model BN-2A
- Requirement:** Britten-Norman SB BN-2/SB 111 Issue 2.
(UK CAA AD 0636 Pre 80 refers)
- Compliance:** By 1 January 1978 and thereafter as detailed in SB BN-2/SB 111
- Effective Date:** 16 December 1977

DCA/BN-2/29 Propeller and Engine Controls - Inspection and Modification

- Applicability:** All model BN-2A
- Requirement:** Inspect and modify controls per Britten-Norman SB BN-2/SB 109 Issue 3.
(UK CAA AD 0635 Pre 80 refers)
- Compliance:** Within next 50 hours TIS unless already accomplished
- Effective Date:** 20 April 1979

DCA/BN-2/30F Elevator Trim Tab - Inspection

- Applicability:** All BN-2, BN-2A and BN-2B series aircraft.
- Requirement:** 1. Inspect per Pilatus Britten-Norman SB BN-2/SB142 issue 4.
2. When Mod NB/M/1117 is not embodied, disassemble levers P/N NB31-B-589 and -590 and inspect each tab inboard end fitting for cracks. Rectify any defects found, before further flight.
(UK CAA AD 0640 PRE 80 refers)
- Compliance:** 1. At intervals not to exceed 10 hours TIS, or not to exceed 100 hours TIS when Mod NB/M/1117 is embodied.
2. At intervals not to exceed 50 hours TIS.
- Effective Date:** DCA/BN-2/30D - 30 May 1986
DCA/BN-2/30E - 26 July 1991
DCA/BN-2/30F - 27 July 2006

DCA/BN-2/31A MLG Legs - Modification

- Applicability:** All BN-2, BN-2A and BN-2B series aircraft fitted with Automotive Products Ltd MLG Legs P/N AIR 83002.
- Requirement:** Modify per Automotive Products Ltd. SB 32-277 and Pilatus Britten-Norman SB BN-2/SB134 issue 1.
(UK CAA AD 0639 PRE 80 refers)
- Compliance:** By 27 August 2006, unless already accomplished.
- Effective Date:** DCA/BN-2/31 - 7 December 1979
DCA/BN-2/31A - 27 July 2006

DCA/BN-2/32B MLG Leg Assembly - Inspection

- Applicability:** All BN-2 and BN-2A series aircraft fitted with Automotive Products Ltd legs P/N AIR 46200, AIR 48934 or AIR 48958.
- Requirement:** Inspect per Automotive Products Ltd SB 32-278 Issue 1 and complete any remedial action required. (Pilatus Britten-Norman SB BN-2/SB135 issue 3 refers). (UK CAA AD 009-07-80 refers)
- Compliance:** Within the next 100 hours TIS or 100 landings, whichever is the sooner, and thereafter at intervals not to exceed 100 hours TIS or 150 landings, whichever is the sooner.
At intervals not to exceed 500 hours TIS when modified per Automotive Products Ltd SB 32-307.
- Effective Date:** DCA/BN-2/32 - 7 December 1979
DCA/BN-2/32A - 30 May 1986
DCA/BN-2/32B - 27 July 2006

DCA/BN-2/33A Carburettor Air Box - Inspection and Modification

- Applicability:** All BN-2, BN-2A and BN-2B series aircraft fitted with carburettor engines.
- Requirement:** Inspect and modify per Pilatus Britten-Norman SB BN-2/SB144 issue 1.
Repair installations found defective, before further flight.
(UK CAA AD 005-09-80 refers)
- Compliance:** Inspection - Within the next 10 hours TIS or by 10 August 2006 whichever is the sooner, unless already accomplished and thereafter at intervals not exceeding 50 hours TIS until modified.
Modification - By 27 December 2006.
- Effective Date:** DCA/BN-2/33 - 25 July 1980
DCA/BN-2/33A - 27 July 2006

DCA/BN-2/34B Fuel Contents Transmitters - Inspection

- Applicability:** All BN-2A and BN-2B series aircraft fitted with wing tip fuel tanks per Mod NB/M/364.
- Requirement:** Inspect per Pilatus Britten-Norman SB BN-2/SB154 issue 2.
Rectify defective installations, before further flight.
(UK CAA AD 019-02-82 refers)
- Compliance:** At intervals not to exceed 100 hours TIS, or not to exceed 500 hours TIS when Mod NB/M/1211 Pt 1 is embodied.
- Effective Date:** DCA/BN-2/34 - 16 April 1982
DCA/BN-2/34A - 30 May 1986
DCA/BN-2/34B - 27 July 2006

DCA/BN-2/35A Wing Tip Fuel Tank Controls - Modification

- Applicability:** All BN-2, BN-2A and BN-2B series aircraft fitted with wing tip fuel tanks per Mod. NB/M/364.
- Requirement:** Modify per Pilatus Britten-Norman SB BN-2/SB 157 issue 1.
(UK CAA AD 016-04-83 refers)
- Compliance:** Within the next 100 hours TIS or by 27 December 2006 whichever is the sooner, unless already accomplished.
- Effective Date:** DCA/BN-2/35A - 27 July 2006

DCA/BN-2/36A Pilots Seats - Inspection

- Applicability:** All BN-2, BN-2A and BN-2B series aircraft fitted with individual pilot seats P/N NBC-010-H-001(LH) and P/N NBC-010-H-002(RH) or P/N NBC-012-H-001, which do have Modification NB/M/1217 embodied.
- Requirement:** Inspect per Pilatus Britten-Norman SB BN-2/SB163 Issue 1. Cracked seat units must be rectified as prescribed, before further flight.
(UK CAA AD 007-06-84 refers)
- Compliance:** Within the next 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS.
- Effective Date:** DCA/BN-2/36 - 8 June 1984
DCA/BN-2/36A - 27 July 2006

DCA/BN-2/37B MLG Cylinders – Inspection and Replacement

- Applicability:** All BN-2, BN-2A and BN-2B series aircraft fitted with Fairey Hydraulics MLG assemblies P/N 3499 H1.
- Requirement:** Inspect, rework or replace MLG cylinders per parts A, B and C of Fairey Hydraulics Ltd SB 32-4 Issue 5.
Remove defective parts from service before further flight. Britten Norman BN-2 SB 170 revision 6 also refers.
(UK CAA AD 005-12-85 refers)
- Compliance:** **Part A: Eddy Current Inspection**
Within the next 200 landings or three months whichever occurs first, unless the MLG has accumulated less than 1000 landings since the NDT examination and rework required by DCA/BN-2/37 has been accomplished.
Part B: Repetitive Visual Inspection
Every 400 landings or six months whichever occurs first.
Part C: Replacement
Within 1000 landings or 12 months whichever occurs first.
- Effective Date:** DCA/BN-2/37 - 30 May 1986
DCA/BN-2/37A - 20 December 2001
DCA/BN-2/37B - 27 July 2006

DCA/BN-2/38A Tailplane Structure - Inspection

- Applicability:** All BN-2, BN-2A and BN-2B series aircraft.
- Requirement:** Inspect per Pilatus Britten-Norman SB BN-2/SB131 issue 2.
Rectify any defects found, before further flight.
(UK CAA AD 005-06-85 refers)
- Compliance:** Within the next 100 hours TIS unless already accomplished, and thereafter at intervals not to exceed 500 hours TIS.
- Effective Date:** DCA/BN-2/38 - 30 May 1986
DCA/BN-2/38A - 27 July 2006

DCA/BN-2/39A Elevator Mass Balance - Inspection and Rework

- Applicability:** All BN-2, BN-2A and BN-2B series aircraft with Mod NB/M/990 not embodied.
- Requirement:** Inspect and rework per Pilatus Britten-Norman SB BN-2/SB113 issue 3.
Installations found defective during inspection must be reworked, before further flight.
(UK CAA AD 004-07-86 refers)
- Compliance:** Inspection - Within the next 100 hours TIS.
Rework - By 27 October 2006, unless already accomplished.
- Effective Date:** DCA/BN-2/39 - 30 May 1986
DCA/BN-2/39A - 27 July 2006

DCA/BN-2/40C Primary Structure - Inspection

- Applicability:** All BN-2, BN-2A and BN-2B series aircraft as detailed in Pilatus Britten-Norman SB BN-2/SB.190 Issue 3.
- Requirement:** To enable early detection and rectification of serious structural corrosion, inspect and rectify per Pilatus Britten-Norman SB BN-2/SB.190 issue 3.
(UK CAA AD 020-02-90 refers)
- Compliance:** Not later than 27 September 2006, unless already accomplished, and thereafter at intervals not to exceed 2 years.
- Effective Date:** DCA/BN-2/40A - 27 November 1992
DCA/BN-2/40B - 7 May 1999
DCA/BN-2/40C - 27 July 2006

DCA/BN-2/41A Undervoltage Sensor - Replacement

- Applicability:** All BN-2, BN-2A and BN-2B series aircraft fitted with undervoltage sensor P/N NB-81-3697 (Issue 1 to 5 inclusive)
- 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 a new undervoltage sensor, P/N NB-81-3697 (Issue 6 and subsequent) per Pilatus Britten-Norman SB BN-2/SB-187 issue 1.
(UK CAA AD 021-02-90 refers)
- Compliance:** Within the next 100 hours TIS or by 27 October 2006, whichever is the sooner, unless already accomplished.
- Effective Date:** DCA/BN-2/41 - 29 June 1990
DCA/BN-2/41A - 27 July 2006

DCA/BN-2/42 Cancelled - moved to BN-2A MkIII Schedule

DCA/BN-2/43 Cancelled - moved to BN-2A MkIII Schedule

DCA/BN-2/44A Electrical Switch Panel - Modification

- Applicability:** All BN-2, BN-2A and BN-2B series aircraft with Mod. NB/M/1463 not embodied.
- 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/SB202 issue 1.
(UK CAA AD 020-06-91 refers)
- Compliance:** By 27 October 2006, unless already accomplished.
- Effective Date:** DCA/BN-2/44 - 27 March 1992
DCA/BN-2/44A - 27 July 2006

DCA/BN-2/45A Nose Wheel Steering Drive Ring - Inspection

- Applicability:** Models BN-2, BN-2A and BN-2B series which have a nosewheel steering disconnect system to either; mod NB/M/503 (APP Hydraulics Ltd, (Lockheed) NLG units), or Mod NB/M/733 (Fairey Hydraulics Ltd, NLG units).
- Requirement:** To prevent failure of nose wheel steering inspect and rectify as necessary per Britten-Norman SB BN-2/SB214 Issue 2.
(UK CAA AD 005-09-93 refers)
- Compliance:** Within next 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS until a steel drive-ring is fitted per SB BN-2/SB214 Issue 2.
- Effective Date:** DCA/BN-2/45 - 24 December 1993
DCA/BN-2/45A - 27 January 2000

DCA/BN-2/46A Autopilot System Elevator Trim Cable – Inspection and Replacement

- Applicability:** All model BN-2A and BN-2B series aircraft fitted with Century 31 Autopilot System, per Mod NB/M/1271 or Century 2000 Autopilot System, per Mod NB/M/1488.
- Requirement:** To detect wear and fraying of elevator trim cable splice, inspect per Pilatus Britten-Norman SB BN-2/SB217 issue 1.
Any cables found damaged must be replaced per SB BN-2/SB217, before further flight.
(UK CAA AD 007-09-94 refers)
- Compliance:** Within the next 50 hours TIS unless already accomplished and thereafter at intervals not to exceed 100 hours TIS.
- Effective Date:** DCA/BN-2/46 - 23 December 1994
DCA/BN-2/46A - 27 July 2006

DCA/BN-2/47 Control Cable Swivel Unit Mounting Bracket - Inspection

- Applicability:** All model BN-2 series
- Requirement:** To prevent failure of the Control Cable Swivel Unit Mounting Bracket, inspect per Pilatus Britten-Norman SB BN-2/SB218. Replace any brackets found cracked before further flight.
(UK CAA AD 009-05-95 refers)
- Compliance:** Within next 100 hours TIS.
- Effective Date:** 27 October 1995

DCA/BN-2/48 Rudder Control Cables - Inspection

- Applicability:** Model BN-2 series Constructor Numbers 602 through 915, 2101 through 2267, except 2115, 2260 and 2264.
- Requirement:** To prevent incorrect (crossed) connection of the rudder cables, inspect per Pilatus Britten-Norman SB BN-2/SB223. Repair if necessary per SB223 before further flight. .
(UK CAA AD 005-06-95 Refers)
- Compliance:** Within next 100 hours TIS or when the rudder system is next dismantled, whichever is the sooner.
- Effective Date:** 24 November 1995

DCA/BN-2/49A 70 AMP DC Generation System - Diode Replacement

- Applicability:** All model BN-2, BN-2A and BN-2B series aircraft with Mod NB/M/1148 embodied and Mod NB/M/1571 not embodied.
- Requirement:** To increase circuit reliability of the 70 amp DC Generation System, incorporate Pilatus Britten-Norman Mod NB/M/1571, per Pilatus Britten-Norman Service Bulletin BN-2/SB.228 issue 2.
(UK CAA AD 004-01-96 refers)
- Compliance:** Within the next 50 hours TIS, unless already accomplished.
- Effective Date:** DCA/BN-2/49 - 15 March 1996
DCA/BN-2/49A - 27 July 2006

DCA/BN2/50A MOD NB/M/256 50A Generator System - Inspection

- Applicability:** All model BN-2, BN-2A and BN-2B series aircraft with a 50A generator system Mod NB/M/256 embodied.
- Requirement:** To prevent electrical system failure, determine the type of generator fitted per Pilatus Britten-Norman BN-2/SB229.

If a 70A generator is installed, replace the generator with a 50A generator or embody Mod NB/M1148, before further flight.
(UK CAA AD 007-10-96 refers)
- Compliance:** By 27 October 2006, unless already accomplished.
- Effective Date:** DCA/BN-2/50 - 14 March 1997
DCA/BN-2/50A - 27 July 2006

DCA/BN-2/51A MLG Attachment Bolt Washers - Replacement

- Applicability:** Model BN-2, BN-2A and BN-2B
- Requirement:** To prevent MLG lower fitting attachment bolts from becoming thread bound, replace the washer on the attachment bolts with two thicker washers and adjust the torque loading per Pilatus Britten-Norman BN-2/SB231 Issue 2.
(CAA UK AD 008-10-96 refers)
- Compliance:** Within next 50 hours TIS.
- Effective Date:** DCA/BN2/51 - 14 March 1997
DCA/BN2/51A - 28 August 1998

DCA/BN-2/52B Window Modification STC SA3827SW - Inspection and Limitation

Applicability: All model BN-2A and BN-2B series aircraft with window modification STC No. SA3827SW embodied.

Note: If Structural Enhancement Modification ADA 191 is embodied, this airworthiness directive is no longer applicable.

Requirement: To ensure continued safe operation of modified aircraft, accomplish the following:
1. Inspect fuselage skin panels below windows between fuselage frames STA 143 and STA 166 for buckling.

If any buckling is found, inspect internal fuselage structure for damage and repair all damage found, before further flight.

2. Install placard in clear view of the pilot that states:

| |
|----------------------------------------------|
| Maximum Takeoff Weight Not To Exceed 6200 lb |
|----------------------------------------------|

Compliance: Within the next 5 hours TIS, unless already accomplished.

Effective Date: DCA/BN2/52 - 18 June 1997
DCA/BN2/52A - 5 June 1998
DCA/BN2/52B - 27 July 2006

DCA/BN-2/53 Wing Spar Caps - Inspection

Applicability: Models BN-2, BN-2A and BN-2B series

Requirement: Inspect wing spar for cracks per Pilatus Britten-Norman BN2/SB237.

If vertical cracks are found, and/or horizontal cracks are found which are more than 6.35mm (0.25 in) in length, repair per the manufacturer's instructions before further flight.

(UK CAA AD 009-10-97 refers)

Compliance: Initial inspection by 13 April 1998, and if no cracks are found, thereafter inspect at intervals not to exceed 500 hours TIS.

If only horizontal cracks are found and these are less than 6.35mm (0.25 in) in length, inspect at intervals not to exceed 50 landings.

Effective Date: 13 March 1998

DCA/BN-2/54 Engine Nacelle Lower Fitting - Inspection

Applicability: Models BN-2, BN-2A and BN-2B series

Requirement: Inspect nacelle box structure at the lower fitting of the MLG per Pilatus Britten-Norman BN2/SB235. If cracks are found rectify per BN2/SB235.

(UK CAA AD 011-10-97 refers)

Compliance: Within next 50 landings. If no cracks are found, thereafter at intervals not to exceed 500 hours TIS. If cracks are found which are less than 5mm in length, inspect at intervals not to exceed 50 landings.

Effective Date: 28 August 1998

DCA/BN-2/55 Nose Landing Gear Assembly - Inspection

- Applicability:** Models BN-2, BN-2A and BN-2B fitted with nose landing gear P/N 3501H2 and 3811H2.
- Requirement:** To prevent stiffness or restriction in rudder movement and nose wheel steering inspect per Britten Norman BN2/SB249. If any delamination of chrome plating is found rectify per BN2/SB249 before further flight.
(UK CAA AD 004-12-98 refers)
- Compliance:** Before further flight if stiffness or restriction is found in the function of the rudder and nose wheel steering system or at the next 100 hour inspection.
- Effective Date:** 9 April 1999

DCA/BN-2/56 Rudder Lower Hinge - Modification

- Applicability:** Models BN-2, BN-2A and BN-2B series
- Requirement:** To prevent failure of the rudder hinge, install a doubler at the left and right side of the rudder lower hinge bracket per Britten Norman BN2/SB240.
(UK CAA AD 005-03-99 refers)
- Compliance:** By 31 July 1999
- Effective Date:** 4 June 1999

DCA/BN-2/57 Control Column Sliding Tube - Inspection

- Applicability:** Models BN-2, BN-2A and BN-2B series
- Requirement:** To prevent cracking of the control column sliding tube inspect per Britten Norman BN2/SB243. If wear or damage is found beyond the limits detailed in BN2/SB243, the tube must be replaced before further flight.
(UK CAA AD 006-03-99 refers)
- Compliance:** By 31 July 1999 and thereafter at intervals not to exceed 500 hours TIS.
- Effective Date:** 4 June 1999

DCA/BN-2/58 Throttle Friction Adjuster - Inspection

- Applicability:** Models BN-2, BN-2A and BN-2B series
- Requirement:** To prevent failure of the split pin and washer on the end of the throttle friction adjuster shaft, inspect per Britten Norman BN2/SB272. Repair any damage found per the SB before further flight.
(UK CAA AD 003-07-2000 refers)
- Compliance:** Within next 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS.
- Effective Date:** 27 July 2000

DCA/BN-2/59 Elevator Outboard Hinge and Inboard Bracket - Inspection

- Applicability:** Models BN-2, BN-2A and BN-2B series
- Requirement:** To prevent damage to the elevator outboard-hinge and inboard-bracket, inspect per Part 1 of Britten Norman BN2/SB259. If any damage is found per the SB, replace the hinge bracket per Part 2 of the SB before further flight.
(UK CAA AD 002-07-2000 refers)
- Compliance:** Within next 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS. After any replacement of the hinge bracket per Part 2 of the SB, the inspections per Part 1 of the SB are to be accomplished at intervals not to exceed 1000 hours TIS.
- Effective Date:** 27 July 2000

DCA/BN-2/60B Main Landing Gear Oleo Attachment Brackets - Inspection

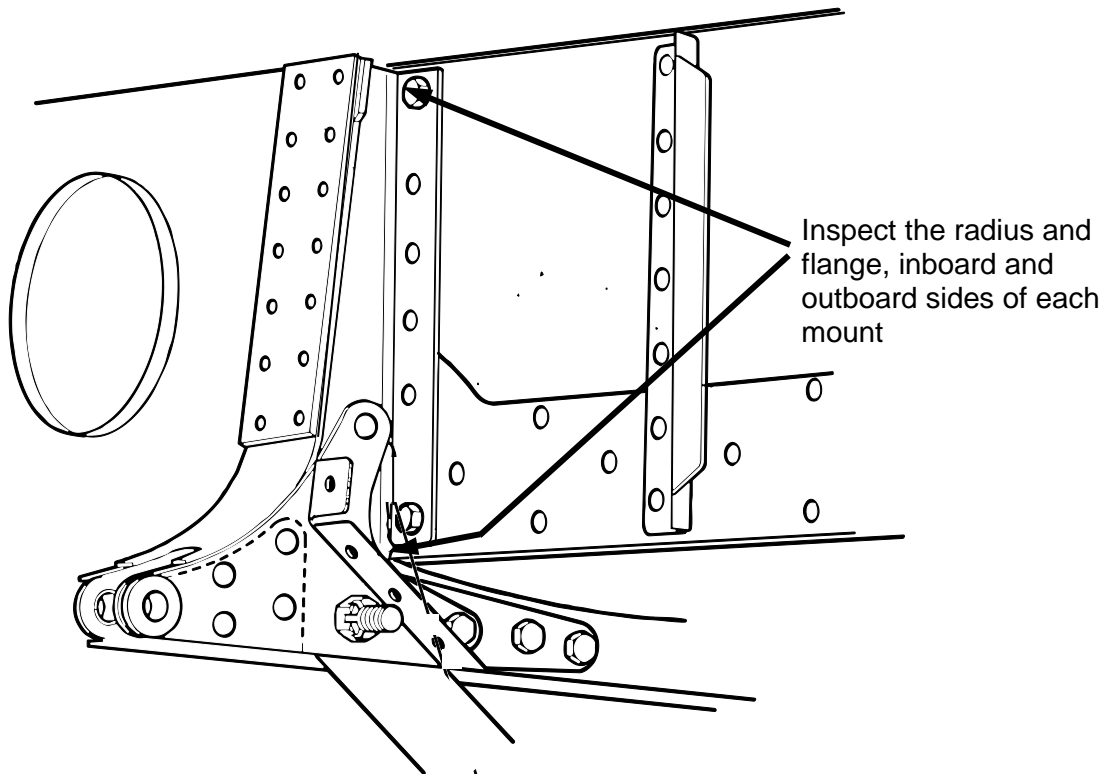
- Applicability:** Models BN-2, BN-2A and BN-2B series.
- Requirement:** To prevent failure of the oleo attachment bracket and separation of the main landing gear from the aircraft, inspect per Part 1 of Britten Norman BN2/SB273 Issue 4. If any cracks are found, replace the bracket per Part 2 of the SB before further flight, and report all defects to CAA NZ.
(UK CAA AD 005-09-2000 refers)
- Compliance:** Within next 50 hours TIS and thereafter at intervals not to exceed 500 hours TIS.
- Effective Date:** DCA/BN2/60A - 31 May 2001
DCA/BN2/60B – 28 August 2003

DCA/BN-2/61 Wing Access Panels - Installation

- Applicability:** Models BN-2A and BN-2B series.
- Requirement:** To allow easier access to the wing box to accomplish inspections, install wing access panels per Britten Norman BN2/SB274.
(UK CAA AD 005-08-2000 refers)
- Compliance:** At next primary structure inspection per BN2/SB190 (DCA/BN2/40B refers).
- Effective Date:** 21 December 2000

DCA/BN-2/62 Inspection of Engine Mounting Brackets

- Applicability:** All model BN2A, BN2B, BN2T, BN2T-4R and BN2T-4S series aircraft.
- Requirement:** To prevent cracking of the engine mount from progressing to the point where it may require extensive spar repairs or degrade the integrity of the engine mount, inspect the upper engine mounts per BN SB 275. In addition to the inspection area described in the SB, inspect the entire length of the flange that attaches the engine mount to the spar as shown on the diagram below. Inspect both inboard and outboard flanges of each engine mount.
(UK AD 005-11-2001 refers)
- Compliance:** Initial inspection within 100 hours TIS.
Repeat inspection at intervals not to exceed 500 hours TIS or 1000 landings whichever occurs first.
- Effective Date:** 27 June 2002



DCA/BN-2/63 Control Column Universal Joint - Inspection

- Applicability:** All BN-2 series where any control column universal joint has been replaced since December 2000.
- Requirement:** Inspect per Britten Norman BN SB 284. Replace any undersized control column universal joints before further flight.
(UK CAA AD 004-05-2002 refers)
- Compliance:** By 31 May 2003
- Effective Date:** 24 April 2003

DCA/BN-2/64 Access Panel Bolts - Inspection

- Applicability:** All BN-2 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/BN-2/65 Trim Tab Bolt Retainer - Inspection

- Applicability:** All BN-2 Series
- Requirement:** To prevent the incorrect installation of the retainer P/N NB-03-5229 from failing to provide security against disconnection of the elevator trim tab, inspect per SB 292. (UK AD 002-05-2003 refers)
- Compliance:** Within 50 hours TIS and thereafter whenever the elevator trim tab control rod is disconnected.
- Effective Date:** 28 August 2003

DCA/BN-2/66 De-icer Boot Bonding

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

DCA/BN-2/67 Electrical Loads – Recalculation

- Applicability:** BN2A, BN2B and BN2T series aircraft fitted with Collins AP107 Autopilot per Modification NB-M-0911 appendix 4 or NB-M-1330 Appendix 6.
- Requirement:** To prevent the loss of the electrically powered artificial horizon gyro in the event of the loss of both engine driven generators, comply with SB 296. This SB details the procedure for recalculating the electrical loads analysis to ensure the aircraft remains capable of at least 30 minutes safe flight on battery power alone.
- Note:** In the affected aircraft, a 400Hz powered HG is fitted in lieu of the standard vacuum driven HG. This electrical HG is powered from the inverter circuit. Aircraft fitted with Century 31 or Century 2000 Autopilot systems IAW NB-M-1271 and NB-M-1488 are not affected by this AD as the HGs are vacuum driven. Aircraft with avionics modified per other approved modification schemes should be assessed for applicability.
- Compliance:** By 31 January 2004.
- Effective Date:** 28 August 2003

DCA/BN-2/68A FHL Landing Gear - Life Limitations

- Applicability:** BN2A, BN2B, BN2T and BN2T-4R 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 CAA AD G-2003-0013 refers)
- Compliance:** By 29 February 2004
- Effective Date:** DCA/BN-2/68 – 28 August 2003
DCA/BN-2/68A - 29 January 2004

DCA/BN-2/69 Passenger Seat Rear Frames - Inspection

Applicability: BN2, BN2A, BN2B and BN2T 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 CAA 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/BN-2/70 Elevator Final Drive Rod - Inspection

Applicability: BN2, BN2A, BN2B, BN2T, BN2T-4R and BN2T-4S series.

Requirement: To prevent corrosion of the interior surface of the elevator control rod which could result in failure or collapse of the rod, resulting in loss of control or jamming of the elevator system, inspect per B-N Group SB 303 issue 1.

(UK CAA AD G-2004-0011 refers)

Compliance: Before 30 September 2004

Effective Date: 29 July 2004

DCA/BN-2/71A Horizontal Stabiliser – Inspection

Applicability: Model BN2, BN2A, BN2B, BN2T, BN2T-4R and BN2T-4S aircraft

Requirement: To prevent loose horizontal stabiliser attachment bolts, inspect the horizontal stabiliser attachment bolts and anchor nuts, per B-N Group Ltd Service Bulletin 302, revision 2 or later EASA approved revision.

Embodiment of B-N Modification NB-M-1787 constitutes terminating action for this AD.

(UK CAA AD G-2004-0014 R1 refers)

Compliance: Within the next 50 hours TIS or two months, whichever occurs sooner, unless already accomplished, and thereafter at intervals not to exceed 1000 hours TIS.

Effective Date: DCA/BN-2/71 - 26 August 2004
DCA/BN-2/71A - 1 December 2005

DCA/BN-2/72A Cancelled – EASA AD 2006-0143R1 refers

Effective Date: 13 January 2015

DCA/BN-2/73B Elevator Tip Assemblies – Inspection and Replacement

Applicability: Model BN2A-8, -9, -20, -21, -26 and -27 aircraft, all S/N
Model BN2B-20, -21, -26 and -27 aircraft, all S/N
Model BN2T, BN2T-2, -2R, - 4R and -4S aircraft, all S/N.

Note 1: DCA/BN-2/73B revised to clarify the requirement and introduce an additional extension to the compliance time for requirement 2 to 25 June 2010.

Requirement: To detect internal structural delamination and/or failure of the elevator tip which could have a serious effect on the aircraft handling and could potentially result in loss of aircraft control, accomplish the following:

1. Visually inspect the elevator tip assemblies (top and bottom surfaces) for deformation and signs of concavity per the instructions in paragraphs 6 and 9 of Britten-Norman Aircraft SB No. BN-2/SB 313 issue 3 or later EASA approved revisions.

If any signs of concavity is found, inspect the elevator tip for delamination per the instructions in paragraph 9 of SB No. BN-2/SB 313 before further flight.

If delamination is found, replace the elevator tip with a serviceable part per drawing NB-31-235 or NB-31-873 as applicable, before further flight.

2. Replace concave elevator tips with a serviceable part per drawing NB-31-235 or NB-31-873 as applicable.

3. Do not install an elevator tip to any aircraft unless the elevator tip is free from concavity and delamination per the instructions in SB No. BN-2/SB 313 issue 3.

Note 2: Minor concavity is acceptable with the manufacturer's approval.
(EASA AD 2009-0105R2 refers)

Compliance: 1. At the next daily inspection unless previously accomplished, and if any signs of concavity is found inspect thereafter for delamination at intervals not to exceed 50 hours TIS until requirement 2 of this AD is accomplished.

2. By 25 June 2010

3. From 25 March 2010

Effective Date: DCA/BN-2/73 - 28 May 2009
DCA/BN-2/73A - 21 December 2009
DCA/BN-2/73B - 25 March 2010

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/>
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

Applicability: BN2A aircraft, all models, all S/N.
BN2A Mark III and Mark III-1 (Trislander) aircraft, all S/N.
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

Applicability: BN2, BN2A and BN2B (piston engine) “Islander” aircraft, all models, all S/N.
BN2A MARK III “Trislander” aircraft, all models, all S/N.
Effective Date: 15 September 2015

2015-0199 Pitot/Static Pressure Head – Inspection

Applicability: BN2, BN2A, BN2B and BN2T (Islander) aircraft, all models, all S/N.
BN2A Mark III (Trislander) aircraft, all models, all S/N.
Effective Date: 14 October 2015

*** 2018-0153 Rudder Final Drive Rod Assembly – Inspection**

Applicability: BN2, BN2A, and BN2B (Islander) aircraft, all models, all S/N.
BN2T, BN2T-2, BN2T-2R and BN2T-4R aircraft, all S/N.
Effective Date: 2 August 2018