

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0105R2 Date: 09 March 2010 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 EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
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	
Revision: This AD revises AD 2009-0105R1 dated 07 December 2009	
ATA 27	Flight Controls – 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:	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. 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. For the reasons stated above, the initial issue of this AD (AD 2009-0105) mandated inspection of the GFRP elevator tips and replacement of any deformed parts. Its Revision 1 (AD 2009-0105R1) extends the compliance time by three months. Its Revision 2 (AD 2009-0105R2) extends the compliance time by an additional three months.

Effective Date:	Revision 2: 09 March 2010 Revision 1: 21 December 2009 Original issue: 27 May 2009
Required action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) At the next A-check (daily check) after 27 May 2009 (the effective date of the original issue of this AD), visually inspect for deformation of shape and signs of concavity the 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. (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. (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. (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. (2.3) Within 12 months after 27 May 2009 (the effective date of the original issue 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. (3) After 27 May 2009 (the effective date of the original issue 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.
Ref. Publications:	Britten-Norman Aircraft Service Bulletin BN-2/SB 313 issue 3; The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD. Britten-Norman Drawing NB-31-235 or NB-31-873.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 08 April 2009 as PAD 09-058 for consultation until 22 April 2009. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research 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: 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