

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0270R1 Date: 16 April 2013 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 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].	
Design Approval Holder's Name: BRITTEN-NORMAN AIRCRAFT Ltd.	Type/Model designation(s): BN2A and BN2A Mark III aeroplanes
TCDS Number:	EASA.A.388, CAA UK BA6
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2012-0270 dated 20 December 2012.
ATA 28	Fuel System – Tank Filler Cap and Receptacle – Inspection / Replacement
Manufacturer(s):	Britten-Norman Aircraft Limited, B-N Group Ltd, Britten-Norman Ltd, Fairey Britten-Norman Ltd, Britten-Norman (Bembridge) Ltd, Pilatus Britten-Norman Ltd and PADC.
Applicability:	BN2A aeroplanes, all models, all serial numbers BN2A Mark III and Mark III-1 (Trislander) aeroplanes, all serial numbers
Reason:	Preliminary investigations into a recent engine failure on a BN2 aeroplane have attributed the event to water contaminated fuel. The contamination is suspected to have occurred due to inadequate sealing between a post-mod NB-M-477 fuel filler cap and a pre-mod NB-M-477 fuel filler receptacle. This condition, if not detected and corrected, could lead to fuel water contamination, possibly resulting in in-flight shut down of the engine. For the reasons described above, this AD requires a one-time inspection of the fuel filler cap and fuel filler receptacle to determine whether they are at the same modification state and, depending on findings, accomplishment of applicable corrective action(s). To mitigate the risk of water contamination pending the installation of matching fuel filler cap and receptacle, this AD also requires daily pre-flight water contamination checks. This AD was revised to be more specific regarding the additional pre-flight water contamination checks.
Effective Date:	Revision 1: 16 April 2013 Original issue: 03 January 2013

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 30 days after 03 January 2013 [the effective date of the original issue of this AD], inspect the aircraft fuel replenishment points on the top surface of the wings and, depending on findings, remove and check each of the quick release fuel filler caps, ensuring that the cap and the fuel filler receptacle are at the same modification state in accordance with the instructions of the paragraph 6 of the Britten-Norman (SB) 332. Note: To aid identification of fuel filler cap modification status, post-mod NB-M-477 fuel filler caps are fitted with a quick release key (see SB 332, Figure 2) whereas the pre-mod NB-M-477 are not (see SB 332, Figure 1). (2) If, during the inspection as required by paragraph (1) of this AD, a mismatch is found, before next flight after the inspection, and thereafter prior to every flight, in addition to the normal daily checks specified by the Maintenance Schedule MS/1(Section 2: Check 'A' Inspection), accomplish water contamination checks of the gascolators and fuel tank sump drains, including those of the wing tip tanks, if installed. (3) If, during the inspection as required by paragraph (1) of this AD, a mismatch of fuel filler cap and fuel filler receptacle is found, within 3 months after 03 January 2013 [the effective date of the original issue of this AD], fit the correct quick release fuel filler cap in accordance with the instructions of paragraph 6 of the Britten-Norman SB 332. (4) After modification of an aeroplane as required by paragraph (3) of this AD, the additional daily pre-flight water contamination checks as specified in paragraph (2) of this AD are no longer required for that aeroplane. (5) After 03 January 2013 [the effective date of the original issue of this AD], do not install on an aeroplane any fuel filler cap or fuel filler receptacle, unless it has been determined that both are at the same modification state.
Ref. Publications:	Britten-Norman SB 332 Issue 1, dated 06 December 2012. 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, Executive 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 Ltd, Commodore House, Mountbatten Business Centre, Millbrook Road East, Southampton SO15 1HY, United Kingdom. E-mail info@bnaircraft.com.