

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0199
	Date: 07 October 2015 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 EU 1321/2014 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 [EU 1321/2014 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): BN2 (Islander) and BN2A Mark III (Trislander) aeroplanes
TCDS Number:	EASA.A.388, United Kingdom (UK) BA6, and UK Airworthiness Approval Notes 9405.1, 10101, 10918, 10992, 11105 and 11108.
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2006-0143R1, dated 13 January 2015.
ATA 34	Navigation – Pitot / Static Pressure Head – Inspection / Test
Manufacturer(s):	Britten-Norman Aircraft Ltd (BNA), B-N Group Ltd, Britten-Norman Ltd, Fairey Britten-Norman Ltd, Britten-Norman (Bembridge) Ltd, Pilatus Britten-Norman Ltd and PADC.
Applicability:	BN2, BN2A, BN2B and BN2T (Islander) aeroplanes, all models, all serial numbers (s/n), and BN2A Mark III (Trislander) aeroplanes, all models, all s/n.
Reason:	In 2005, occurrences were reported of finding cracks in the inner shell of certain pitot/static pressure heads, Part Number (P/N) DU130-24. This condition, if not detected and corrected, could lead to incorrect readings on the pressure instrumentation, e.g. altimeters, vertical speed indicators (rate-of climb) and airspeed indicators, possibly resulting in reduced control of the aeroplane. To address this potential unsafe condition, B-N Group issued Service Bulletin (SB) 310 to provide inspection and test instructions. Consequently, CAA UK issued AD G-2005-0034 (EASA approval 2005-6447) to require repetitive inspections and leak tests and, depending on findings, accomplishment of applicable corrective action(s). Subsequently, B-N Group published SB 310 issue 2, prompting EASA to issue AD 2006-0143 making reference to SB 310 at issue 2, while the publication of BNA SB 310 issue 3 prompted EASA AD 2006-0143R1, introducing BNA modification (Mod) NB-M-1728 (new pitot/static pressure head not affected by the AD requirements) as optional terminating action for the repetitive inspections and leak tests.

	Since that AD was issued, operators have reported a number of premature failures of the affected P/N DU130-24 pitot-static probes. Prompted by these reports, BNA issued SB 310 issue 4 to reduce the interval for the inspections and leak tests. For the reason described above, this AD retains the requirements of EASA AD 2006-0143R1, which is superseded, but requires those actions at reduced intervals.
Effective Date:	14 October 2015
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) For aeroplanes equipped with a pitot/static pressure head P/N DU130-24, within 50 flight hours (FH) after the effective date of this AD, and, thereafter, during each scheduled 50 FH inspection, accomplish the inspection and leak test procedures in accordance with the instructions of Section 7 of Britten Norman SB 310 at issue 4. (2) If, during any inspection or test as required by paragraph (1) of this AD, discrepancies are found, before next flight, accomplish all applicable corrective actions. (3) Accomplishment of corrective action(s) on an aeroplane as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections and leak tests as required by paragraph (1) of this AD for that aeroplane. (4) Modification of an aeroplane in accordance with the instructions of BNA Mod NB-M-1728 constitutes terminating action for the repetitive inspections and leak tests as required by paragraph (1) of this AD for that aeroplane. (5) Do not install a pitot/static pressure head P/N DU130-24 on an aeroplane, as required by paragraph (5.1) or (5.2) of this AD, as applicable. (5.1) For an aeroplane that, on the effective date of this AD, has a pitot/static pressure head P/N DU130-24 installed: After (optional) modification of that aeroplane as specified in paragraph (4) of this AD. (5.2) For an aeroplane that, on the effective date of this AD, does not have a pitot/static pressure head P/N DU130-24 installed: From the effective date of this AD.
Ref. Publications:	Britten Norman Aircraft Ltd SB 310 issue 4 dated 25 September 2015. Britten Norman Aircraft Ltd Mod NB-M-1728 original issue (A) dated 20 May 2009, or issue 1 dated 04 August 2011, or issue 2 dated 14 August 2013. The use of later approved revisions of these documents 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, 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: Britten-Norman Aircraft Limited, Commodore House, Mountbatten Business Centre, Millbrook Road East, Southampton SO15 1HY, United Kingdom

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