

Airworthiness Directive Schedule

Aeroplanes

Britten-Norman Islander BN2A, BN2B and BN2T Series

27 July 2023

- Notes:**
1. This AD schedule is applicable to Britten-Norman Islander BN2A-20/-21/-26/-27, BN2B-20/-21/-26/-27 and BN2T-4S series aircraft manufactured under UK CAA Type Certificate No. A.00042.
 2. The UK CAA 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 UK CAA website at:
[Airworthiness directives | Civil Aviation Authority \(caa.co.uk\)](http://www.caa.co.uk)

The UK withdrew from the European Union on 31 January 2020. The UK CAA accepted the EASA TCDS EASA.A.388 Issue 2 dated 23 November 2020 which was the current EASA version at 31 December 2020, and resumed the State of Design responsibilities for the BN2 Islander Series aircraft with effect from 01 January 2021.

The UK CAA has issued a new State of Design Type Certificate (UK.TC.A.00042) and associated TCDS (this document) and TCDS for Noise.

This TCDS is based on the EASA TCDS EASA.A.388 Issue 2 dated 23 November 2020 (the version that was current at 31 December 2020) and incorporates changes to reflect the resumption of State of Design activities by the UK CAA and details of the type design that affect the TCDS that have been approved or accepted by the UK CAA in the UK since 01 January 2021.

As a result of the UK leaving the EU, the UK CAA is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Britten-Norman Islander BN2A, BN2B and BN2T series aircraft.

Prior to July 2003, UK ADs for UK Products were a number only linked to a CAA declared Mandatory Service Bulletin (SB) issued by the Type Certificate Holder. If you have the SB you have the AD. These AD and SB numbers are listed in CAP 476, which is current at final issue (September 2004) and no longer amended. Those Service Bulletins remain mandatory unless cancelled and/or superseded by a new AD.

Mandatory Requirements issued by the UK CAA are available for download from the UK CAA website before they are published in UK CAA publication CAP 747.

Before 1 January 2021, these Mandatory Requirements were removed from the website after they were incorporated in CAP 747. However, in order to provide a single place where all ADs issued by the UK CAA since 1 January 2021 can be found, these ADs will now remain available on the UK CAA website after they have been incorporated in CAP 747. For UK CAA ADs refer to: [Airworthiness directives | Civil Aviation Authority \(caa.co.uk\)](http://www.caa.co.uk)

3. EASA ADs can be obtained from the EASA website at: <http://ad.easa.europa.eu/>
4. The date above indicates the amendment date of this schedule.
5. New or amended ADs are shown with an asterisk *

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DCA/BN-2/1 Rudder Bar Beam - Inspection

Applicability: BN2A series aircraft, S/N 116 onwards not embodied with Mod NB/M/341.

Requirement: BN-2/SB20.
(UK CAA AD 0610 Pre 80 refers)

Compliance: BN-2/SB20.

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

Applicability: BN2 series aircraft not embodied with Mod NB/M/394.

Requirement: BN-2/SB24.
(UK CAA AD 0611 Pre 80 refers)

Compliance: BN-2/SB24.

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

Applicability: BN2 series aircraft, S/N C19 to C130.

Requirement: BN-2/SB25.
(UK CAA AD 0612 Pre 80 refers)

Compliance: BN-2/SB25.

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

Applicability: BN2 series aircraft not embodied with Mod NB/M/404.

Requirement: BN-2/SB27.
(UK CAA AD 0613 Pre 80 refers)

Compliance: BN-2/SB27.

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

Applicability: BN2 series aircraft not embodied with Mod NB/M/362.

Requirement: BN-2/SB28.
(UK CAA AD 0614 Pre 80 refers)

Compliance: BN-2/SB28.

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

Applicability: BN2 series aircraft, S/N 1 through to 159.

Requirement: Modification Leaflet BN-2/NB/M/417.
(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: BN2 series aircraft not embodied with Mod NB/M/455.

Requirement: BN-2/SB44.
(UK CAA AD 0616 Pre 80 refers)

Compliance: BN-2/SB44.

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

Applicability: BN2 series aircraft delivered ex-factory prior to 1 October 1971.

Requirement: Modification Leaflet BN-2/NB/M/468.
(UK CAA AD 0605 Pre 80 refers)

Compliance: By 14 February 1971

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

Applicability: BN2 series aircraft.

Requirement: BN-2/SB49.
(UK CAA AD 0617 Pre 80 refers)

Compliance: BN-2/SB49.

Effective Date: 6 May 1974

*** DCA/BN-2/11 Cancelled – DCA/BN-2/30F refers**

Note: DCA/BN-2/11 (UK CAA AD 0606 PRE 80 refers) superseded by DCA/BN-2/30F (UK CAA AD 0640 PRE 80 refers).

Effective Date: 27 July 2023

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

Applicability: BN2 series aircraft.

Requirement: BN-2/SB53.

Compliance: BN-2/SB53.

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

Applicability: BN2 series aircraft not embodied with Mod NB/M/1147.

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: BN2 series aircraft not embodied with Mod NB/M/627.

Requirement: BN-2/SB67.
(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: BN2 series aircraft fitted with drooped flaps (Mod NB/M/430).

Requirement: BN-2/SB66.
(UK CAA AD 0620 Pre 80 refers)

Compliance: By 31 March 1974

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

Applicability: BN2 series aircraft fitted with Sangamo Weston tachometers P/N S128.5.139, all S/N up to and including BB 96799.

Requirement: BN-2/SB68.
(UK CAA AD 0622 Pre 80 refers)

Compliance: By 31 March 1974

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

Applicability: BN2 series aircraft fitted with mounting frames having S/N with prefixed S2M & S2M/T.

Requirement: BN-2/SB72 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: BN2 series aircraft.

Requirement: BN-2/SB69.
(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: BN2 series aircraft fitted with flight compartment seats Alar P/N NB-99-H-007 and Jetseats P/N JS114.

(UK CAA AD 0624 Pre 80 refers)

Requirement: BN-2/SB71.

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: BN2 series aircraft.

Requirement: Britten-Norman SB BN-2/SB76 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: BN2 series aircraft not embodied with Britten-Norman modifications NB/M/463 Part A or NB/M/440.

Requirement: Britten-Norman SB BN-2/SB74 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: BN2A and BN2B series aircraft fitted with IO-540-K1B5 engines.

Requirement: Accomplish Britten-Norman SB BN-2/SB95 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: BN2A series aircraft not embodied with rudder bar Mod NB/M/948.

Requirement: Britten-Norman SB BN-2/SB111 Issue 2.
(UK CAA AD 0636 Pre 80 refers)

Compliance: By 1 January 1978 and thereafter as detailed in SB BN-2/SB111.

Effective Date: 16 December 1977

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

Applicability: BN2 series aircraft not embodied with Mod NB/M/939 and Mod NB/M/996.

Requirement: Inspect and modify controls per Britten-Norman SB BN-2/SB109 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: BN2, BN2A and BN2B series aircraft not embodied with Mod NB/M/1117.

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: BN2, BN2A and BN2B 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 UK AD 009-07-80 cancelled by the UK CAA**

Effective Date: 27 July 2023

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

Applicability: BN2, BN2A and BN2B series aircraft fitted with carburetor engines not embodied with Mod NB/M/1112.

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: BN2A and BN2B series aircraft embodied with wing tip fuel tanks 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: BN2 series aircraft fitted with wing tip fuel tanks per Mod. NB/M/364.

Requirement: Modify per Pilatus Britten-Norman SB BN-2/SB157 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: BN2 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 UK AD 005-12-85 cancelled by the UK CAA**

Effective Date: 27 July 2023

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

Applicability: BN2 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: BN2, BN2A and BN2B series aircraft not embodied with Mod NB/M/990.

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: BN2 series aircraft as detailed in Pilatus Britten-Norman SB BN-2/SB190 Issue 3.

Requirement: To enable early detection and rectification of serious structural corrosion, inspect and rectify per Pilatus Britten-Norman SB BN-2/SB190 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: BN2 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/SB187 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 the BN2A MkIII Schedule**DCA/BN-2/43 Cancelled - Moved to the BN2A MkIII Schedule****DCA/BN-2/44A Electrical Switch Panel - Modification**

Applicability: BN2, BN2A, BN2B and BN2T series aircraft not embodied with Mod NB/M/1463.

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: BN2, BN2A, BN2B and BN2T series aircraft which have a nosewheel steering disconnect system embodied by 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 BN2A, BN2B and BN2T series aircraft fitted with Century 31 Autopilot System embodied by Mod NB/M/1271, or a Century 2000 Autopilot System embodied by 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 BN2 series aircraft.

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 BN2 series aircraft, S/N 602 through to 915, 2101 through to 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 BN-2/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 BN2, BN2A and BN2B series aircraft embodied with Mod NB/M/1148 and not embodied with Mod NB/M/1571.

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/SB228 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: BN2, BN2A and BN2B series aircraft embodied with a 50A generator system Mod NB/M/256.

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: BN2, BN2A, BN2B and BN2T series aircraft.

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: BN2A and BN2B series aircraft embodied with window modification STC No. SA3827SW.

Note: If Structural Enhancement Modification ADA 191 is embodied, this airworthiness directive is no longer applicable. DCA/BN-2/52B revised to expand the applicability to include BN-2B series aircraft with no change to the AD requirements.

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: BN2, BN2A, BN2B and BN2T series aircraft.

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: BN2, BN2A, BN2B and BN2T series aircraft.

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: BN2, BN2A, BN2B and BN2T series aircraft fitted with NLG 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: BN2, BN2A, BN2B and BN2T series aircraft.

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: BN2, BN2A, BN2B and BN2T series aircraft.

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

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

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

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: BN2A, BN2B and BN2T series aircraft.

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

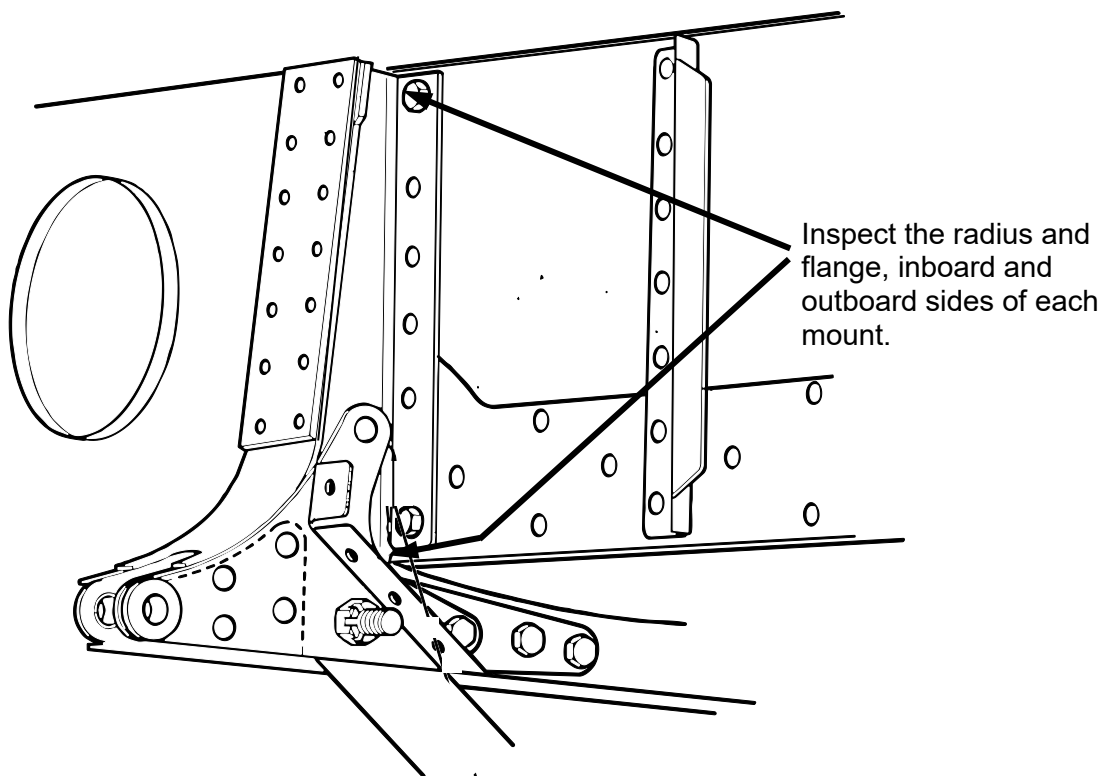
Applicability: BN2A, BN2B, BN2T, BN2T-4R and BN2T-4S series aircraft.

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 BN2/SB275. 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: BN2 series aircraft where any control column universal joint has been replaced since December 2000.

Requirement: Inspect per Britten Norman BN2/SB284. 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: BN2 series aircraft.

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: BN2, BN2A, BN2B and BN2T series aircraft.

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 BN2/SB292.
(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: BN2 series aircraft.

Requirement: To prevent detachment of the pneumatic de-icing boots, comply with Britten-Norman SB293 and the BF Goodrich Black Standard Pneumatic De-icer Maintenance and Repair Manual ATA 30-10-31.

Compliance: When repairing or installing pneumatic de-icing 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 Cancelled - UK CAA AD G-2023-0001 refers

Effective Date: 23 February 2023

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 SB286. 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 aircraft.

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 SB303 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: BN2, BN2A, BN2B, BN2T, BN2T-4R and BN2T-4S series 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: BN2A-8, -9, -20, -21, -26 and -27 series aircraft, all S/N.
BN2B-20, -21, -26 and -27 series aircraft, all S/N.
BN2T, BN2T-2, -2R, - 4R and -4S series 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/SB313 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/SB313 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/SB313 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

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>

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 series 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) series aircraft.

Effective Date: 15 September 2015

2015-0199 Pitot/Static Pressure Head – Inspection

Applicability: BN2, BN2A, BN2B and BN2T series aircraft.

Effective Date: 14 October 2015

2018-0153 Rudder Final Drive Rod Assembly – Inspection

Applicability: BN2, BN2A and BN2B series aircraft.

Effective Date: 2 August 2018

UK CAA AD G-2022-0017 Primary Flight Controls – Inspection

Applicability: BN2 series aircraft.

Effective Date: 27 October 2022

UK CAA AD G-2023-0001 NLG and MLG – Life Limitations

Applicability: BN2, BN2A, BN2B, BN2T, BN2T-4R and BN2T-4S series aircraft fitted with landing gear manufactured by Fairey Hydraulics Ltd (FHL), or Britten Norman Aircraft (BNA).

Effective Date: 23 February 2023

*** UK CAA AD 0601 PRE 80 Elevator Trim Tab Angle – Inspection and Modification**

Applicability: BN2 series aircraft listed in BN-2/NB/M/179 including those aircraft embodied with Mod NB/M/134.

Requirement: Compliance with Modification Leaflet BN-2/NB/M/179.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Modification Leaflet.

Effective Date: 27 July 2023

*** UK CAA AD 0602 PRE 80 Seat Webbing – Inspection and Modification**

Applicability: BN2 series aircraft, S/N 1 through to 14.

Requirement: Compliance with Modification Leaflet BN-2/NB/M/238.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Modification Leaflet.

Effective Date: 27 July 2023

*** UK CAA AD 0607 PRE 80 Pilot and Passenger Seat Cushion Supports – Inspection**

Applicability: BN2 series aircraft, S/N 1 through to 19.

Requirement: Compliance with Service Bulletin BN-2/SB5.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the SB.

Effective Date: 27 July 2023

*** UK CAA AD 0608 PRE 80 Fuel Pipe between Engine driven Pump and Carburettor**

Applicability: BN2 series aircraft not embodied with Mod NB/M/300.

Requirement: Compliance with Service Bulletin BN-2/SB11.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the SB.

Effective Date: 27 July 2023

*** UK CAA AD 0609 PRE 80 Turnbuckles in Aileron, Rudder & Nose Wheel Steering Systems**

Applicability: BN2 series aircraft, S/N 3 through to 43, 45 and 46.

Requirement: Compliance with Service Bulletin BN-2/SB15.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the SB.

Effective Date: 27 July 2023

*** UK CAA AD 0615 PRE 80 Flap Operating Lever and Flap Attachments - Inspection**

Applicability: BN2 series aircraft.

Requirement: Compliance with Service Bulletin BN-2/SB36.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the SB.

*** UK CAA AD 0618 PRE 80 Rudder Bar - Inspection**

Applicability: BN2 series aircraft.

Requirement: Compliance with Service Bulletin BN-2/SB56.

Note: Also refer to Service Bulletin BN-2/SB128.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the SB.

*** UK CAA AD 0628 PRE 80 Electrical Power Supply to Audio System - Inspection**

Applicability: BN2 series aircraft not embodied with Mod NB/M/809.

Requirement: Compliance with Service Bulletin BN-2/SB85.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the SB.

Effective Date: 27 July 2023

*** UK CAA AD 0629 PRE 80 Engine Mount Brackets - Inspection**

Applicability: BN2 series aircraft.

Requirement: Compliance with Service Bulletin BN-2/SB91.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the SB.

Effective Date: 27 July 2023

*** UK CAA AD 0631 PRE 80 Aileron Mass Balance Tube - Inspection**

Applicability: BN2 series aircraft not embodied with Mod NB/M/878.

Requirement: Compliance with Service Bulletin BN-2/SB98.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the SB.

Effective Date: 27 July 2023

*** UK CAA AD 0632 PRE 80 Protection against Electrolytic Corrosion**

Applicability: BN2 series aircraft not embodied with Mod NB/M/929.

Requirement: Compliance with Service Bulletin BN-2/SB101.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the SB.

Effective Date: 27 July 2023

*** UK CAA AD 0633 PRE 80 Engine Tachometer Calibration**

Applicability: BN2 series aircraft.

Requirement: Compliance with Service Bulletin BN-2/SB103.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the SB.

Effective Date: 27 July 2023

*** UK CAA AD 0637 PRE 80 Single Buckle Safety Harness with Inertia Reel Tensioning**

Applicability: BN2 series aircraft not embodied with Mod NB/M/912, or Mod NB/M/1027.

Requirement: Compliance with Service Bulletin BN-2/SB114.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the SB.

Effective Date: 27 July 2023

*** UK CAA AD 0641 PRE 80 Warning of Loss of Generated Electrical Power**

Applicability: BN2 series aircraft.

Requirement: Compliance with UK CAA Airworthiness Notice No. 82.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the UK CAA Airworthiness Notice.

Effective Date: 27 July 2023

*** UK CAA AD 018-02-82 Oxygen Breathing Systems - Inspection**

Applicability: BN2 series aircraft embodied with Mod NB/M/530.

Requirement: Compliance with Service Bulletin BN-2/SB145.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the SB.

Effective Date: 27 July 2023

*** UK CAA AD 015-04-83 Collins Auto-Pilot System - Inspection**

Applicability: BN2 series aircraft fitted with Collins AP107 embodied under Mod NB/M/911 in conjunction with Mod NB/M/1117.

Requirement: Compliance with Service Bulletin BN-2/SB156.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the SB.

Effective Date: 27 July 2023

*** UK CAA AD 001-05-84 Engine Tachometer S128-5-150 – Revised Markings**

Applicability: BN2 series aircraft fitted certified after 1 January 1980.

Requirement: Compliance with Mod Leaflet BN-2/NB/M/1090.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Modification Leaflet.

Effective Date: 27 July 2023

*** UK CAA AD 002-05-84 Maximum Oil Pressure Placard**

Applicability: BN2A series aircraft.

Requirement: Compliance with Mod Leaflet BN-2/NB/M/1022.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Modification Leaflet.

Effective Date: 27 July 2023

*** UK CAA AD 005-07-86 Engine Vibration Isolators and Brackets - Inspection**

Applicability: BN2T series aircraft.

Requirement: Compliance with Service Bulletin BN-2/SB172.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Service Bulletin.

Effective Date: 27 July 2023

*** UK CAA AD 019-09-87 Century 31 Auto-Pilot Installation – Render Inoperative**

Applicability: BN2T series aircraft embodied with Mod NB/M/1271.

Requirement: Compliance with Campaign Wire Service Letter No. 23.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Modification Leaflet and/or the Service Letter.

Effective Date: 27 July 2023

*** UK CAA AD 021-04-90 Engine Ice Protection System - Inspection**

Applicability: BN2T series aircraft.

Requirement: Compliance with Service Bulletin BN-2/SB193.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Service Bulletin.

Effective Date: 27 July 2023

*** UK CAA AD 022-04-90 Generator Field Circuit Resistor - Inspection**

Applicability: BN2T series aircraft.

Requirement: Compliance with Service Bulletin BN-2/SB194.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Service Bulletin.

Effective Date: 27 July 2023

*** UK CAA AD 023-02-91 Nose Undercarriage Mounting - Inspection**

Applicability: BN2T series aircraft.

Requirement: Compliance with Service Bulletin BN-2/SB197.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Service Bulletin.

Effective Date: 27 July 2023

*** UK CAA AD 008-11-93 Engine Power Input Lever - Inspection**

Applicability: BN2T series aircraft fitted with Allison 250-B17C engines.

Requirement: Compliance with Service Bulletin BN-2/SB215.

Note: Also refer to Allison Alert Commercial Engine Bulletin TP CEB-A-1287.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Service Bulletin.

Effective Date: 27 July 2023

*** UK CAA AD 004-05-96 Wingtip Fuel Tank System - Inspection**

Applicability: BN2A and BN2B series aircraft embodied with wingtip fuel tanks Mod NB/M/364.

Requirement: Compliance with Service Bulletin BN-2/SB232.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Service Bulletin.

Effective Date: 27 July 2023

*** UK CAA AD 005-07-98 Propeller Anti-Ice System - Inspection**

Applicability: BN2T series aircraft.

Requirement: Compliance with Service Bulletin BN-2/SB250.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Service Bulletin.

Effective Date: 27 July 2023

*** UK CAA AD 001-08-2001 Emergency Exit Window Sealant - Inspection**

Applicability: BN2 series aircraft.

Requirement: Compliance with Service Bulletin BN-2/SB277.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Service Bulletin.

Effective Date: 27 July 2023

*** UK CAA AD 002-05-2002 Turbine Engine Mount Frame P/N NB-20-6853 - Inspection**

Applicability: BN2T, BN2T-4R and BN2T-4S series aircraft.

Requirement: Compliance with Service Bulletin BN-2/SB282.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Service Bulletin.

Effective Date: 27 July 2023

*** UK CAA AD 001-02-2003 Steering Cable Bolted Connection to Turnbuckle at Torque Shaft**

Applicability: BN2T-4S series aircraft.

Requirement: Compliance with Service Bulletin BN-2/SB289.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the Service Bulletin.

Effective Date: 27 July 2023