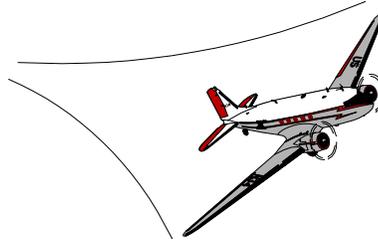


SPECIAL AIRWORTHINESS INFORMATION BULLETIN



U.S. Department
of Transportation
**Federal Aviation
Administration**

AIRCRAFT CERTIFICATION SERVICE
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This is issued for informational purposes only and any recommendation for corrective action is not mandatory.

INTRODUCTION:

The purpose of this Special Airworthiness Information Bulletin is to advise operators of Pilatus Britten-Norman BN-2, -2A, -2B, -2T Islander, and BN2A-Mk III Trislander model airplanes of the need to review the service bulletins listed on page 2.

BACKGROUND:

A review of Pilatus Britten-Norman BN-2, -2A, -2B, -2T Islander, and BN2A-Mk III Trislander series service bulletins was conducted as part of the Aging Commuter Airplane program. Participation in the review included the certification branches of the Federal Aviation Administration (FAA) and UK Civil Aviation Authority (CAA), Britten-Norman Engineering and Customer Service representatives, a representative of the Regional Airlines Association, and several domestic and foreign operators. The purpose of this review was to evaluate each age-related service bulletin and determine if any further FAA action was necessary to ensure the level of safety desired for commuter operations.

The options considered by the group included: mandated compliance by initiation of an Airworthiness Directive, various forms of notices, or no further action required. The group reached a consensus with a recommended action for each bulletin. The FAA has further reviewed these recommendations and determined that several bulletins should be re-confirmed for compliance because they significantly contribute to the higher level of safety expected for commuter operations.

RECOMMENDATION:

It is recommended that all operators of Britten-Norman Islander and Trislander airplanes review their compliance of the service bulletins listed on page 2. If compliance has not previously been accomplished, it is recommended that compliance be accomplished as soon as possible. For exact model and serial number effectivity, refer to the service bulletin.

Service bulletin SB.150 addresses life limits, modifications, and/or inspections that provide limit extensions for Trislander models. Although this service bulletin is not mandatory, the FAA strongly recommends that operators adhere to the specified directions. The FAA's Aging Airplane Program has identified actions such as those specified in this service bulletin as an important part of ensuring the continued airworthiness of aging airplanes.

Service bulletin SB.190 is the manufacturer's recommended maintenance and inspection program to prevent and control corrosion. The FAA strongly recommends that operators follow the maintenance, inspection, and repair procedures specified in that bulletin. The FAA's Aging Airplane Program has identified corrosion prevention and control as another essential element of continued airworthiness of aging airplanes.

NOTE: This is not an all inclusive list of service bulletins applicable to these airplanes.

Britten-Norman SB NO.	DATE	TITLE (Model Affected)
BN-2/SB.76 Issue 4	2/4/75	Top, Centre and Bottom Rudder Hinge Brackets - Defects(BN-2A Series)
BN-2/SB.131 Issue 2	5/14/85	Loose Rivets and Damage to Tailplane Skin and Structure Extending From Root and Leading Edge out Towards Tips and Rearwards to Spars (BN-2, -2A, -2B, -2T Series)
BN-2/SB.150 Issue 2	10/26/81	Fatigue Safe Life Limits for the Wing, Fuselage Spar Frames, Main Undercarriage Extension Tubes, and Long Life Inspections for Major Structural Components (BN-2A Mk III Series)
BN-2/SB.190 Issue 2	5/21/92	Corrosion Affecting Primary Structure - Continued Airworthiness of Aging Aircraft in General Aviation Use (All BN-2 Series, BN-2T Series, BN-2A Mk III Series)
BN-2/SB.199 Issue 1	2/8/91	Cracking of Tailplane Front Attachment Brackets (BN-2A Mk III Series)

FOR FURTHER INFORMATION CONTACT:

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