TYPE-CERTIFICATE

DATA SHEET

NO. EASA.IM.A.388

for
BN2 Islander Series Aircraft

Type Certificate Holder
Britten-Norman Aerospace Ltd

Commodore House,
Mountbatten Business Centre
Millbrook Road East
Southampton
SO15 1HY
United Kingdom

For models: Islander BN2, BN2A, A-2, A-3, A-6, A-8, -9, -20, -21, -26, -27
Islander BN2B-20, -21, -26, -27
Islander BN2T
Islander BN2T-2, -2R
Islander BN2T-4R, -4S

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CONTENT

SECTION A: BN2A AND BN2B

A.I. General

1.	Type/ Model/ Variant	
	1.1 Type	BN2 Islander Series Aircraft
	1.2 Models	BN2 BN2A BN2A-2 BN2A-3 BN2A-6 BN2A-8 BN2A-9 BN2A-20 BN2A-21 BN2A-26 BN2A-27 BN2B-20 BN2B-21 BN2B-26 BN2B-27
2.	Airworthiness Category	Part 23, Normal Category (see section F.I. Note 1)
3.	Manufacturer	Britten-Norman Aircraft Ltd Bembridge Airport PO35 5PR Bembridge Isle of Wight, UK
4.	EASA Type Certification Application Date	N/A
5.	State of Design Authority	United Kingdom CAA

6. State of Design Authority

Type Certificate Date	BN2	14-08-1967
	BN2A	31-07-1968
	BN2A-2	01-06-1970
	BN2A-3	22-01-1971
	BN2A-6	26-06-1970
	BN2A-8	13-07-1972
	BN2A-9	25-05-1972
	BN2A-20	16-07-1973
	BN2A-21	07-12-1973
	BN2A-26	07-06-1974
	BN2A-27	16-08-1974
	BN2B-20	09-10-1979
	BN2B-21	10-12-1979
	BN2B-26	02-04-1979
	BN2B-27	02-04-1979
7. EASA Type Certification Date	See section F.I. Note 2	
8. UK C.A.A. T.C.D.S. Number	BN2	AAN 9405.1
	BN2A	AAN 10101 (6,000lb)
		AAN 10752 (6,300lb)
	BN2A-2	AAN 10918
	BN2A-3	AAN 10992
	BN2A-6	AAN 11105
	BN2A-8	UK BA8
	BN2A-9	UK BA8
	BN2A-20	UK BA8
	BN2A-21	UK BA8
	BN2A-26	UK BA8
	BN2A-27	UK BA8
	BN2B-20	UK BA8
	BN2B-21	UK BA8
	BN2B-26	UK BA8
	BN2B-27	UK BA8

A.II. EASA Certification Basis

1.	Reference Date for determining the applicable requirements	17 September 1964
2.	Airworthiness Requirements	The following requirements were the basis of certification of the BN2A and BN2B type design: BCAR Section D – Aeroplanes – Issue 6, dated 1 November 1963, sub-sections D1, D3, and D4, except that D4-2 paragraph 3.2.2, bird impact requirement, is met with a 2 lb bird which is the equivalent of the BCAR Section K Chapter K4-2 paragraph 3.2.2 requirements. BCAR Section K – Light Aeroplanes – Issue 1 dated 15 September 1966, sub-sections K2, K5, K6 & K7.
3.	Special Conditions	None
4.	Exemptions	Non-compliance with the following requirements was accepted: BCAR Section D –Aeroplanes Issue 6 Chapter D3-9 paragraph 5.1 Chapter D4-4 paragraph 2.3.5 Chapter D4-5 paragraph 3.6.2 Chapter D4-8 Appendix paragraph 1
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	None
7.	Environmental Protection	ICAO Annex 16 Volume I (see EASA TCDSN.A.388 for details)
8.	Operational Suitability Certification Basis	MMEL: CS-MMEL, Initial Issue

A.III. Technical Characteristics and Operational Limitations

1.	Type Design Definition	BN2	NB-M-018
		BN2A	NB-M-274
		BN2A-2	NB-M-410
		BN2A-3	NB-M-452
		BN2A-6	NB-M-413
		BN2A-8	NB-M-475
		BN2A-9	NB-M-454
		BN2A-20	NB-M-571
		BN2A-21	NB-M-574
		BN2A-26	NB-M-590
		BN2A-27	NB-M-591
		BN2B-20	NB-M-982
		BN2B-21	NB-M-983
		BN2B-26	NB-M-984
		BN2B-27	NB-M-985
2.	Description	Twin engine, high wing Aircraft, metallic construction, fixed landing gear, number of persons including crew not to exceed ten.	
		The number is limited by spacing available in the cabin.	
3.	Equipment	Document No. MMEL/1	
4.	Dimensions	Span 49 ft 0 in (14.92 m)	
		Span * 53 ft 0 in (16.15 m)	
		Length 35 ft 7.75 in (10.86 m)	
		Height 13 ft 8.7 in (4.18 m)	
		Wing Area 325.0 sq ft (30.20 m²)	
		Wing Area * 337.0 sq ft (31.31 m²)	
		* when modification NB-M-364 wing tip tank is incorporated	
5.	Engine		
	5.1. Model	2 Avco Lycoming O-540-E4C5 (260hp) for BN2, BN2A, BN2A-1, -6, -7, -8, -9, -26, -27, BN2B-26, -27	
		or	
		2 Avco Lycoming IO-540-K1B5 (300hp) for BN2A-2, -3, -20, -21, BN2B-20, -21	
	5.2. Type Certificate	FAA E-295 (O-540-E4C5) or FAA 1E4 (IO-540-K1B5)	
	5.3. Limitations	For all operation 2700 RPM	
6.	Load factors	Refer to Flight Manual (see section A.IV.)	

7. Propeller		One of the following Hartzell Propeller types fitted to each engine:
	7.1. Model	HC-C2YK-2B/8477-4 HC-C2YK-2B/C8477-4 or….-6 HC-C2YK-2B/C8477A-4 or….-6 HC-C2YK-2C/C8477-4 or….-6 HC-C2YK-2C/C8477A-4 or….-6 HC-C2YK-2CF/FC8477A-4 or….-6 HC-C2YK-2CUF/FC8477A-4 or….-6 HC-C3YR-2UF/FC8468-8R for BN2B-26 and -27 with O-540-E4C5 engines, (modification NB-M-1361) HC-C3YR-2UF/FC7693F for BN2B-20 and -21 with IO-540-K1B5 engines, (modification NB-M-1772)
	7.2. Type Certificate	HC-C2YK-… EASA.IM.P.130 HC-C3YR-… EASA.IM.P.131
	7.3. Number of blades	HC-C2YK-… 2 HC-C3YR-… 3
	7.4. Diameter	80 inch diameter as indicated by suffix …-4 or 78 inch diameter as indicated by suffix …-6 or 78 inch diameter for HC-C3YR-…
	7.5. Sense of Rotation	Clockwise (pilot’s view)
8. Fluids		
	8.1. Fuel	Refer to Flight Manual (see section A.IV.)
	8.2. Oil	Refer to Flight Manual (see section A.IV.)
9. Fluid capacities		
	9.1. Fuel	Refer to Flight Manual (see section A.IV.)
	9.2. Oil (per engine)	Maximum Oil Capacity: 12 US quarts (11.3 litres) Minimum Safe Oil Level: 2.75 US quarts (2.6 litres)
10. Air Speeds		Refer to Flight Manual (see section A.IV.)
11. Flight Envelope		Refer to Flight Manual (see section A.IV.)
12. Approved Operations Capability		Refer to applicable Flight Manual and supplements (see section A.IV.)

13. Maximum Masses

Variant	Maximum Weight for:		
	Taxiing + Take-off	Landing	Zero Fuel
BN2	5700 lb (2585 kg)	5700 lb (2585 kg)	5700 lb (2585 kg)
BN2A	6000 lb (2722 kg)	6000 lb (2722 kg)	5800 lb (2631 kg)
BN2A-2	6300 lb (2858 kg)	6300 lb (2858 kg)	6150 lb (2789 kg)
BN2A-3	6300 lb (2858 kg)	6300 lb (2858 kg)	6100 lb (2767 kg)
BN2A-6	6300 lb (2858 kg)	6300 lb (2858 kg)	6000 lb (2722 kg)
BN2A-8	6300 lb (2858 kg)	6300 lb (2858 kg)	6150 lb (2789 kg)
BN2A-9	6300 lb (2858 kg)	6300 lb (2858 kg)	6100 lb (2767 kg)
BN2A-20	6600 lb (2994 kg)	6300 lb (2858 kg)	6300 lb (2858 kg)
BN2A-21	6600 lb (2994 kg)	6300 lb (2858 kg)	6200 lb (2812 kg)
BN2A-26	6600 lb (2994 kg)	6300 lb (2858 kg)	6300 lb (2858 kg)
BN2A-27	6600 lb (2994 kg)	6300 lb (2858 kg)	6200 lb (2812 kg)
BN2B-20	6600 lb (2994 kg)	6600 lb (2994 kg)	6300 lb (2858 kg)
BN2B-21	6600 lb (2994 kg)	6600 lb (2994 kg)	6200 lb (2812 kg)
BN2B-26	6600 lb (2994 kg)	6600 lb (2994 kg)	6300 lb (2858 kg)
BN2B-27	6600 lb (2994 kg)	6600 lb (2994 kg)	6200 lb (2812 kg)

14. Centre of Gravity Range — Refer to Flight Manual (see section A.IV.)
15. Datum — Refer to Flight Manual (see section A.IV.)
16. Control Surface Deflections — Aircraft rigged in accordance with Islander Maintenance Manual MM/1
17. Levelling Means
    - 17.1. Fore and Aft: — Holes for datum pins on which straight edge is placed are located on the left side of the centre fuselage.
    - 17.2. Lateral: — By lateral levelling marks located on the upper wing surface on the main spar.
18. Minimum Flight Crew — 1 (Pilot)
19. Maximum Passenger Seating Capacity — 9
20. Baggage/ Cargo Compartments
    - 20.1. Main Compartment — Refer to Flight Manual (see section A.IV.)
    - 20.2. Rear Baggage Platform: — Refer to Flight Manual (see section A.IV.)
21. Wheels and Tyres — Refer to Islander Maintenance Manual MM/1
22. (Reserved)

A.IV. Operating and Service Instructions

1.	Flight Manual	Aircraft	Flight Manual (AFM)
		BN2	FM/1
		BN2A	FM/1
		BN2A-2	FM/9
		BN2A-3	FM/9 incl. supplement 10 for BCAR ops.
		BN2A-6	FM/7
		BN2A-8	FM/7
		BN2A-9	FM/7 incl. supplement 17 for BCAR ops.
		BN2A-20	FM/9
		BN2A-21	FM/9 incl. supplement 10 for BCAR ops.
		BN2A-26	FM/7
		BN2A-27	FM/7 incl. supplement 17 for BCAR ops.
		BN2B-20	FM/41
		BN2B-21	FM/41 including Supplement 1.
		BN2B-26	FM/40
		BN2B-27	FM/40 including Supplement 1.
2.	Maintenance Manual	Document No. MM/1 Volumes 1, 2 and 3	
3.	Maintenance Schedule	Document No. MS/1	
4.	Structural Repair Manual	Document No. PC-A/ASRP	
5.	Weight and Balance Manual	Refer to Flight Manual	
6.	Illustrated Parts Catalogue	Document No. PC/1	

A.V. Operational Suitability Data

1.	Master Minimum Equipment List	Document No. MMEL/1
2.	Dispatch Deviation Guide	Document No. DDG/1

A.VI. Notes

None.

SECTION B: BN2T

B.I. General

1.	Type/ Model/ Variant	
	1.1 Type	BN2 Islander Series Aircraft
	1.2 Model	BN2T
2.	Airworthiness Category	Part 23, Normal Category (see section F.I. Note 1)
3.	Manufacturer	Britten-Norman Aircraft Ltd. Bembridge Airport PO35 5PR Bembridge Isle of Wight, UK
4.	EASA Type Certification Application Date	N/A
5.	State of Design Authority	United Kingdom CAA
6.	State of Design Authority Type Certificate Date	11-04-1985
7.	EASA Type Certification Date	See section F.I. Note 2

B.II. EASA Certification Basis

1.	Reference Date for determining the applicable requirements	22 January 1980
2.	Airworthiness Requirements	The following requirements were the basis of certification of the BN2T type design: BCAR Section D – Aeroplanes – Issue 6, dated 1 November 1963, sub-sections D3, and D4, except that D4-2 paragraph 3.2.2, bird impact requirement, is met with a 2 lb bird which is the equivalent of the BCAR Section K Chapter K4-2 paragraph 3.2.2 requirement. BCAR Section J – Electrical – Issue 3, dated 15 September 1966. BCAR Section K – Light Aeroplanes – Issue 6, dated 10 April 1974, sub sections K1, K2, K5, K6 and K7. BCAR Section N – Noise – Issue 2, dated 10 November 1978. BCAR Section R – Radio – Issue 4, dated 10 April 1974. BCAR Blue Papers: 673, 10 March 1978: Pilot Intercommunication in Light Aeroplanes. 738, 19 Sept 1979: Amendments to Section K to achieve consistency with section N. CAA Airworthiness Notices: 33, Issue 3, 1 Feb 1972: Unprotected Starter Circuits in Aircraft not exceeding 12,500 lb. 76, Issue 3, 1 April 1980: Power Supply Systems for Aircraft Radio Installations. 82, Issue 1, 7 June 1973: Electrical Generation Systems – Aircraft not exceeding 5,700 kg maximum authorised weight.
3.	Special Conditions	None
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	None
7.	Environmental Protection	ICAO Annex 16 Volume I (see EASA TCDSN.A.388 for details)
8.	Operational Suitability Certification Basis	MMEL: CS-MMEL, Initial Issue

B.III. Technical Characteristics and Operational Limitations

1. Type Design Definition: NB-M-1218
2. Description: Twin engine, high wing Aircraft, metallic construction, fixed landing gear, number of persons including crew not to exceed ten.

   The number is limited by spacing available in the cabin.
3. Equipment: Document No. MMEL/4
4. Dimensions

Span	49 ft	0 in	(14.92 m)
Length	35 ft	7.75 in	(10.86 m)
Height	14 ft	6.2 in	(4.45 m)
Wing Area	325.0 sq ft		(30.20 m²)

5. Engine
   - 5.1. Model: 2 Allison 250-B17C engines rated at 320 shp
   - 5.2. Type Certificate: FAA E10CE
   - 5.3. Limitations: Flat rated to 320 shp (equivalent to 830 ft.lb. of torque at the maximum propeller governed RPM of 2030).
6. Load factors: Refer to Flight Manual (see section B.IV.)
7. Propeller
   - 7.1. Model: 2 Hartzell HC-C3YF-5F/FC8475FK-6
   - 7.2. Type Certificate: FAA P25EA
   - 7.3. Number of blades: 3
   - 7.4. Diameter: 78 inch
   - 7.5. Sense of Rotation: Clockwise (pilot's view)
8. Fluids
   - 8.1. Fuel: Refer to Flight Manual (see section B.IV.)
   - 8.2. Oil: Refer to Flight Manual (see section B.IV.)
9. Fluid capacities
   - 9.1. Fuel: Refer to Flight Manual (see section B.IV.)
   - 9.2. Oil: Refer to Flight Manual (see section B.IV.)
10. Air Speeds: Refer to Flight Manual (see section B.IV.)
11. Flight Envelope: Refer to Flight Manual (see section B.IV.)
12. Approved Operations Capability: Refer to applicable Flight Manual and supplements (see section B.IV.)
13. Maximum Masses

Variant	Maximum Weight for:		
	Taxiing + Take-off	**Landing**	**Zero Fuel**
BN2T (NB-M-1104)	6600 lb (2994 kg)	6600 lb (2994 kg)	6300 lb (2858 kg)
BN2T (NB-M-1218)	7000 lb (3175 kg)	6800 lb (3084 kg)	6600 lb (2994 kg)

14. Centre of Gravity Range: Refer to Flight Manual (see section B.IV.)
15. Datum: Coincident with wing leading edge (STN 134.5)
16. Control Surface Deflections: Aircraft rigged in accordance with Islander Maintenance Manual MM/4

17.	Levelling Means	
	17.1. Fore and Aft:	Holes for datum pins on which straight edge is placed are located on the left side of the centre fuselage.
	17.2. Lateral:	By lateral levelling marks located on the upper wing surface on the main spar.
18.	Minimum Flight Crew	1 (Pilot)
19.	Maximum Passenger Seating Capacity	9
20.	Baggage/ Cargo Compartments	
	20.1. Main Compartment	Refer to Flight Manual (see section B.IV.)
	20.2. Rear Baggage Platform:	Refer to Flight Manual (see section B.IV.)
21.	Wheels and Tyres	Refer to Islander Maintenance Manual MM/4
22.	(Reserved)	

B.IV. Operating and Service Instructions

1.	Flight Manual	FM/100
2.	Maintenance Manual	Document No. MM/4 Volume 1
3.	Maintenance Schedule	Document No. MS/4
4.	Structural Repair Manual	Document No. PC-A/ASRP
5.	Weight and Balance Manual	Refer to Flight Manual
6.	Illustrated Parts Catalogue	Document No. PC/4

B.V. Operational Suitability Data

1.	Master Minimum Equipment List	Document No. MMEL/4
2.	Dispatch Deviation Guide	Document No. DDG/4

B.VI. Notes

None.

SECTION C: BN2T-4R

C.I. General

1.	Type/ Model/ Variant	
	1.1 Type	BN2 Islander Series Aircraft
	1.2 Model	BN2T-4R
2.	Airworthiness Category	Part 23, Normal Category (see section F.I. Note 1)
3.	Manufacturer	Britten-Norman Aircraft Ltd. Bembridge Airport PO35 5PR Bembridge Isle of Wight, UK
4.	EASA Type Certification Application Date	N/A
5.	State of Design Authority	United Kingdom CAA
6.	State of Design Authority Type Certificate Date	28-06-1991
7.	EASA Type Certification Date	See section F.I. Note 2

C.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements	10 January 1991
2. Airworthiness Requirements	The following requirements were the basis of certification of the BN2T-4R type design:

BCAR Section D – Aeroplanes – Issue 6, dated 1 November 1963, sub-sections D3 (except D3-5) and D4, except that D4-2 paragraph 3.2.2 bird impact requirement, is met with a 2 lb bird which is the equivalent of the BCAR Section K Chapter 4.2 paragraph 3.2.2 requirement.

BCAR Section K – Light Aeroplanes - Issue 6, dated 10 April 1974 sub-section K1, K2 (except K2-2, 2-8 paras 4 and 6.5, 2-10 para 4.1-3, -4, -5), K5, K6 and K7 (except K7-5, 7).

BCAR Section N – Noise – Issue 5, dated 1 August 1990.

BCAR Section R – Radio – Issue 4, dated 10 April 1974

BCAR 23 Light Aeroplanes – Issue 1, dated December 1987, Paragraphs 23.471 to 23.511 inclusive and 23.629.

JAR 23 – Normal, Utility, Aerobatic and Commuter category Aeroplanes – Draft Issue 4: 23.45-23.77 inclusive, 23.147 (b), 23.149, 23.177(b), 23.1583(c)(3), 23.1585(a)(3),(a)(6) and (c)(1) to (c)(4) inclusive and 23.1587.

BCAR Blue Papers:

- K600, 5 April 1982: Powerplant Installations cooling system.
- 647, 21 Nov 1979: Seats, Safety Belts & Harnesses.
- 673, 10 March 1978: Pilot Intercommunication in Light Aeroplanes.
- K706, 31 August 1988: Electrical Supply, Systems & Equipment (replacing BCAR Section J).
- 731, 1 August 1979: Gyroscopic Rate of Turn Indicators.
- 738, 19 Sept 1979: Amendments to Archive Consistency with Section N.
- K741, 18 April 1984: Autopilots and Flight Directors.
- K775, 5 April 1982: Installations Assumptions involved in engine certification.

CAA Airworthiness Notices:

- 5, Issue 1, 1 April 1972: Tyre Wear Limitations.
- 11, Issue 8, 1 Nov 1983: Acceptance of Aeronautical Parts.
- 33, Issue 3, 1 Feb 1972: Unprotected Starter Circuits in Aircraft not exceeding 12,500 lb.
- 36, Issue 9, 2 Oct 1981: Mandatory Modifications & Inspections.
- 39, Issue 4, 16 Sept 1988: Selection of Procurement of Electronic Components.
- 40, Issue 1, 1 Nov 1966: Carbon Monoxide Contamination in Aircraft.

41, Issue 8, 2 Oct 1981: Maintenance of Cockpit & Cabin Combustion Heaters and their associated Exhaust Systems
42, Issue 1, 20 July 1979: Internal Emergency Lighting System.
45, Issue 1, 1 Nov 1983: Software Management
45A, Issue 1, 1 July 1986: Software Management & Certification Guidelines.
53, Issue 1, 26 June 1970: Vertical Speed Indicators on Imported aircraft.
54, Issue 1, 26 June 1970: Instruments with unusual presentations.
55, Issue 2, 5 Oct 1973: Routine Maintenance of Propeller Blades.
58, Issue 4, 10 Dec 1986: Flame Resistant Furnishing Materials.
66, Issue 2, 18 Oct 1972: Aircraft Insurance.
75, Issue 9, 1 April 1983: Overhaul & Inspection Requirements for Variable Pitch Propellers.
76, Issue 3, 1 April 1980: Power Supply Systems for Aircraft Radio Installations.
82, Issue 1, 7 June 1973: Electrical Generation Systems – Aircraft not exceeding 5,700 kg Maximum authorised weight.
87, Issue 1, 6 Nov 1987: Failure of Mechanical Products inc. Circuit Breakers.
91, Issue 2, 1 Nov 1983: Communications Transmitters in the VHF Radio Frequency Band 118 – 137MHz.
92, Issue 1, 15 Jan 1981: Cargo Containment.

CAA Specifications:
No. 1, Issue 5, 24 Sept 1979: Safety Belts.
No. 3, Issue 3, 10 July 1953: Tests for Seats with safety belts attached.
No. 4, Issue 2, 1 Feb 1962: Safety Harnesses.
No. 13, Issue 1, 24 Sept 1979: Diagonal Shoulder Harness

3.	Special Conditions	None
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	None
7.	Environmental Protection	ICAO Annex 16 Volume I (see EASA TCDSN.A.388 for details)
8.	Operational Suitability Certification Basis	MMEL: CS-MMEL, Initial Issue

C.III. Technical Characteristics and Operational Limitations

1.	Type Design Definition		NB-M-1359 Appendix 1 (s/n C2143 and C2115 only)		
2.	Description		Twin engine, high wing Aircraft, metallic construction, fixed landing gear, number of persons including crew not to exceed ten. The number is limited by spacing available in the cabin.		
3.	Equipment		Document No. MMEL/4		
4.	Dimensions		Span Length Height Wing Area	53 ft 40 ft 13 ft 351.7 sq ft	0 in 7.2 in 7.25 in 	(16.15 m) (12.38 m) (4.15 m) (32.67 m²)
5.	Engine				
	5.1.	Model	2 Allison 250-B17F/1		
	5.2.	Type Certificate	FAA E10CE		
	5.3.	Limitations	Maximum power for all operations is 400 shp (equivalent to 1035 ft.lb. of torque at the maximum propeller governed RPM of 2030).		
6.	Load factors		Refer to Flight Manual (see section C.IV.)		
7.	Propeller				
	7.1.	Model	2 Hartzell HC-C3YF-5F/FC7818K		
	7.2.	Type Certificate	FAA P25EA		
	7.3.	Number of blades	3		
	7.4.	Diameter	78 inch		
	7.5.	Sense of Rotation	Clockwise (pilot's view)		
8.	Fluids				
	8.1.	Fuel	Refer to Flight Manual (see section C.IV.)		
	8.2.	Oil	Refer to Flight Manual (see section C.IV.)		
9.	Fluid capacities				
	9.1.	Fuel	Refer to Flight Manual (see section C.IV.)		
	9.2.	Oil	Refer to Flight Manual (see section C.IV.)		
10.	Air Speeds		Refer to Flight Manual (see section C.IV.)		
11.	Flight Envelope		Refer to Flight Manual (see section C.IV.)		
12.	Approved Operations Capability		Refer to applicable Flight Manual and supplements (see section C.IV.)		

13. Maximum Masses	Take-off:	8500 lb	(3855 kg)
	Landing:	8500 lb	(3855 kg)
	Wing Zero Fuel:	8300 lb	(3764 kg)

14. Centre of Gravity Range

Forward limit:
+19.5 in at weights up to 6000 lb, then varying linearly to +22.0 in at 8500 lb.
Aft limit:
+25.0 in at all weights.

15. Datum — Coincident with wing leading edge (STN 134.5)

16. Control Surface Deflections — Aircraft rigged in accordance with Islander Maintenance Manual MM/4B

17. Levelling Means

17.1. Fore and Aft: Holes for datum pins on which straight edge is placed are located on the left side of the centre fuselage.

17.2. Lateral: By lateral levelling marks located on the upper wing surface on the main spar.

18. Minimum Flight Crew — 1 (Pilot)

19. Maximum Passenger Seating Capacity — 9

20. Baggage/ Cargo Compartments

20.1. Main Compartment — Refer to Flight Manual (see section C.IV.)

20.2. Rear Baggage Platform: — Refer to Flight Manual (see section C.IV.)

21. Wheels and Tyres — Refer to Islander Maintenance Manual MM/4B

22. (Reserved)

C.IV. Operating and Service Instructions

1.	Flight Manual	FM/400
2.	Maintenance Manual	Document No. MM/4B Volume 1
3.	Maintenance Schedule	Document No. MS/6
4.	Structural Repair Manual	Document No. PC-A/ASRP
5.	Weight and Balance Manual	Refer to Flight Manual
6.	Illustrated Parts Catalogue	Document No. PC/4

C.V. Operational Suitability Data

1.	Master Minimum Equipment List	Document No. MMEL/4
2.	Dispatch Deviation Guide	Document No. DDG/4

C.VI. Notes

None.

SECTION D: BN2T-4S

D.I. General

1.	Type/ Model/ Variant	
	1.1 Type	BN2 Islander Series Aircraft
	1.2 Model	BN2T-4S
2.	Airworthiness Category	Part 23, Normal Category (see section F.I. Note 1)
3.	Manufacturer	Britten-Norman Aircraft Ltd. Bembridge Airport PO35 5PR Bembridge Isle of Wight, UK
4.	EASA Type Certification Application Date	N/A
5.	State of Design Authority	United Kingdom CAA
6.	State of Design Authority Type Certificate Date	15-11-1995
7.	EASA Type Certification Date	See section F.I. Note 2

D.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements: 11 January 1994

2. Airworthiness Requirements: The following requirements were the basis of certification of the BN2T-4S type design:

BCAR Section D – Aeroplanes – Issue 6, dated 1 November 1963, sub-sections D3 and D4, except that D4-2 paragraph 3.2.2 bird impact, is to be met with a 2 lb bird, in lieu of 4 lb bird. This is the bird mass considered in BCAR Section K4-2 Paragraph 3.2.2, but D requires compliance at cruise speeds as well as climb and descent. See BCAR 23 and JAR 23 below for replacement requirements.

BCAR Section K – Light Aeroplanes - Issue 6, dated 10 April 1974, sub-sections K1, K2, K5, K6 and K7. See JAR 23 below for replacement requirements.

BCAR Section N – Noise – Issue 5, dated 1 August 1990.

BCAR Section R – Radio – Issue 4, dated 10 April 1974

BCAR 23 Light Aeroplanes – Issue 1, dated December 1987.

i) Flutter Paragraph 23.629 is employed in lieu of D3-9.

Note: BCAR 23.471 to 23.511 are employed in lieu of D3-5. (Ref. CAA letter 13 March 1991).

JAR 23 Normal, Utility, Aerobatic and Commuter category Aeroplanes (Draft Issue 4 dated January 1992):

i) Performance aspects
Employ: JAR 23.45 to 23.77 and 23.1587 together with the parts of JAR 23.1583 and 23.1585 relevant to the attainment of scheduled performance (ie 23.1583(c)(3), 23.1585(a)(3), (a)(6) and (c)(1) to (4) inclusive and 23.149 invoked by 23.51, 23.69 and 23.75.
In lieu of: BCAR Section K chapters K2-2, K2-3, K2-4, K2-5 and paragraph K7-5, 7 and BCAR Blue Paper K789.

ii) Handling
Employ: JAR 23.149, 23.147(b) and 23.177(b) in lieu of BCAR K2-8, 4, K2-8, 6.5 and K2-10, 4.1 respectively.

iii) Emergency Exits and Ventilation
Employ: JAR 23.807 Emergency Exits, JAR 23.811 Emergency Exit marking, JAR 23.831 Ventilation.
In lieu of: BCAR Section D (Issue 6) Chapter D4-3 Paragraph 5.2 Emergency Exits and D4-3 Paragraph 7 Ventilation.

iv) Brakes
Employ: JAR 23.735
In lieu of: BCAR D4-5, 3.5.

EFIS requirements contained in CAA letter 9/40: 34-22-02/BKL, dated 5 November 1993 (see AAN 24419)

BCAR Blue Papers:

No K600, 5 April 1982: Powerplant Installations - Cooling Systems.

No 647, 21 Nov 1979: Seats, Safety Belts and Harnesses

No 673, 10 March 1978: Pilot Intercommunication in Light Aeroplanes.

No K706, 31 August 1988: Electrical Supply, System and Equipment (Replaces BCAR Section J).

No 731, 1 August 1979: Gyroscopic Rate of Turn indicators.

No 738, 19 Sept 1979: Amendments to achieve consistency with Section N

No K741, 18 April 1984: Autopilots and Flight Directors.

No K775, 5 April 1982: Installation Assumptions involved in Engine Certification.

CAA Airworthiness Notices:

5, Issue 1, 1 April 1972: Tyre Wear Limitations.

33, Issue 3, 1 Feb 1972: Unprotected Starter Circuits in aircraft not exceeding 12,500 lb.

36, Issue 11, 5 Nov 1993: Mandatory Modifications & Inspections.

39, Issue 4, 16 Sept 1988: Selection of Procurement of Electronic Components.

40, Issue 1, 1 Nov 1966: Carbon Monoxide Contamination in Aircraft.

41, Issue 8, 2 Oct 1981: Maintenance of Cockpit & Cabin Combustion Heaters and their associated Exhaust Systems.

42, Issue 1, 20 July 1979: Internal Emergency Lighting System.

45, Issue 1, 1 Nov 1983: Software Management.

45A, Issue 1, 1 July 1986: Software Management & Certification Guidelines.

53, Issue 1, 26 June 1970: Vertical Speed Indicators on Imported aircraft.

54, Issue 1, 26 June 1970: Instruments with unusual presentations.

55, Issue 2, 5 Oct 1973: Routine Maintenance of Propeller Blades.

58, Issue 4, 10 Dec 1986: Flame Resistant Furnishing Materials.

66, Issue 2, 18 Oct 1972: Aircraft Insurance.

75, Issue 9, 1 April 1983: Overhaul & Inspection Requirements for Variable Pitch Propellers.

76, Issue 3, 1 April 1980: Power Supply Systems for Aircraft Radio Installations.

82, Issue 1, 7 June 1973: Electrical Generation Systems – Aircraft not exceeding 5,700 kg maximum authorised weight.

87, Issue 1, 6 Nov 1987: Failure of Mechanical Products inc. Circuit Breakers.
91, Issue 3, 25 Oct 1994: Communications Transmitters in the VHF Radio Frequency Band 118-137MHz.
92, Issue 1, 15 Jan 1981: Cargo Containment.

CAA Specifications:
No. 1, Issue 5, 24 Sept 1979: Safety Belts.
No. 3, Issue 3, 10 July 1953: Tests for Seats with safety belts attached.
No. 4, Issue 2, 1 Feb 1962: Safety Harnesses.
No. 13, Issue 1, 24 Sept 1979: Diagonal Shoulder Harness

3.	Special Conditions	None
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	None
7.	Environmental Protection	ICAO Annex 16 Volume I (see EASA TCDSN.A.388 for details)
8.	Operational Suitability Certification Basis	MMEL: CS-MMEL, Initial Issue

D.III. Technical Characteristics and Operational Limitations

1.	Type Design Definition	NB-M-1545
2.	Description	Twin engine, high wing Aircraft, metallic construction, fixed landing gear, number of persons including crew not to exceed ten. The number is limited by spacing available in the cabin.
3.	Equipment	Document No. MMEL/2T-4S
4.	Dimensions	Span 53 ft 0 in (16.15 m) Length 40 ft 0.5 in (12.20 m) Height 14 ft 4.1 in (4.37 m) Wing Area 351.7 sq ft (32.67 m²)
5.	Engine	
5.1.	Model	2 Allison 250-B17F/1
5.2.	Type Certificate	FAA E10CE
5.3.	Limitations	Maximum power for all operations is 400 shp (equivalent to 1035 ft.lb. of torque at the maximum propeller governed RPM of 2030).
6.	Load factors	Refer to Flight Manual (see section D.IV.)
7.	Propeller	
7.1.	Model	2 Hartzell HC-C3YF-5F/FC7818K
7.2.	Type Certificate	FAA P25EA
7.3.	Number of blades	3
7.4.	Diameter	78 inch
7.5.	Sense of Rotation	Clockwise (pilot's view)
8.	Fluids	
8.1.	Fuel	Refer to Flight Manual (see section D.IV.)
8.2.	Oil	Refer to Flight Manual (see section D.IV.)
9.	Fluid capacities	
9.1.	Fuel	Refer to Flight Manual (see section D.IV.)
9.2.	Oil	Refer to Flight Manual (see section D.IV.)
10.	Air Speeds	Refer to Flight Manual (see section D.IV.)
11.	Flight Envelope	Refer to Flight Manual (see section D.IV.)
12.	Approved Operations Capability	Refer to applicable Flight Manual and supplements (see section D.IV.)

13. Maximum Masses

Take-off:	8500 lb	(3855 kg)
Landing:	8500 lb	(3855 kg)
Wing Zero Fuel:	8300 lb	(3764 kg)

Aircraft incorporarting Modification NB-2175

Take-off:	8925 lb (4048 kg)
Landing:	8925 lb (4048 kg)
Wing Zero Fuel:	8300 lb (3764 kg)

14. Centre of Gravity Range

Forward limit:
+15.0 in at weights up to 6700 lb, then varying linearly to +20.0 in at 8500 lb.
Aft limit:
+25.0 in at all weights.

Aircraft incorporating Modification NB-2175

Forward limit:
+15.0 in at weights up to 6700 lb, then varying linearly to +21.2 in at 8925 lb.
Aft limit:
+25.0 in at all weights.

15. Datum — Coincident with wing leading edge (STN 134.5)
16. Control Surface Deflections — Aircraft rigged in accordance with Islander Maintenance Manual AMP/2T-4S
17. Levelling Means
    - 17.1. Fore and Aft: Holes for datum pins on which straight edge is placed are located on the left side of the centre fuselage.
    - 17.2. Lateral: By lateral levelling marks located on the upper wing surface on the main spar.
18. Minimum Flight Crew — 1 (Pilot)
19. Maximum Passenger Seating Capacity — 9
20. Baggage/ Cargo Compartments
    - 20.1. Main Compartment — Refer to Flight Manual (see section D.IV.)
    - 20.2. Rear Baggage Platform: — Refer to Flight Manual (see section D.IV.)
21. Wheels and Tyres — Refer to Islander Maintenance Manual AMP/2T-4S
22. (Reserved)

D.IV. Operating and Service Instructions

1.	Flight Manual	AFM/2T-4S
2.	Maintenance Manual	Document No. AMP/2T-4S
3.	Maintenance Schedule	Document No. AMSP/2T-4S
4.	Structural Repair Manual	Document No. PC-A/ASRP
5.	Weight and Balance Manual	Refer to Flight Manual
6.	Illustrated Parts Catalogue	Document No. PN-A/IPDP
7.	Service Information and Service Bulletins	SB190 – 5 year structural inspection

D.V. Operational Suitability Data

1.	Master Minimum Equipment List	Document No. MMEL/2T-4S
2.	Dispatch Deviation Guide	Document No. DDG/2T-4S

D.VI. Notes

None.

SECTION E: BN2T-2 AND BN2T-2R

E.I. General

1.	Type/ Model/ Variant		
	1.1 Type	BN2 Islander Series Aircraft	
	1.2 Model	BN2T-2 BN2T-2R	
2.	Airworthiness Category	Part 23, Normal Category (see section F.I. Note 1)	
3.	Manufacturer	Britten-Norman Aircraft Ltd. Bembridge Airport PO35 5PR Bembridge Isle of Wight, UK	
4.	EASA Type Certification Application Date	N/A	
5.	State of Design Authority	United Kingdom CAA	
6.	State of Design Authority Type Certificate Date	BN2T-2 BN2T-2R	09-09-1991 28-06-1991
7.	EASA Type Certification Date	See section F.I. Note 2	

E.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements	16 February 1990
2. Airworthiness Requirements	The following requirements were the basis of certification of the BN2T-2 and BN2T-2R type design:

BCAR Section D – Aeroplanes – Issue 6 dated 1 November 1963, sub-sections D3 (except D3-5) and D4, except that D4-2 paragraph 3.2.2 Bird Impact Requirement is met with a 2lb bird which is the equivalent of the BCAR Section K Chapter 4.2 paragraph 3.2.2 requirement and Section D requires compliance at cruise speeds as well as climb and descent.

BCAR Section K – Light Aeroplanes - Issue 6, dated 10 April 1974, sub-sections K1, K2, K5, K6 and K7 (BCAR 23.145(b)(6) was accepted in lieu of BCAR K2-10, 2.1.4 for the BN2T-2R).

BCAR Section N – Noise – Issue 5, dated 1 August 1990.

BCAR Section R – Radio – Issue 4, dated 10 April 1974

BCAR 23 – Light Aeroplanes – Issue 1, dated December 1987, paragraphs 23.471 to 23.511 inclusive and 23.629 (plus 23.145(b)(6) for the BN2T-2R).

BCAR Blue Papers:

- No K600, 5 April 1982: Powerplant Installations – Cooling Systems.
- No 647, 21 Nov 1979: Seats, Safety Belts and Harnesses
- No 673, 10 March 1978: Pilot Intercommunication in Light Aeroplanes.
- No K706, 31 August 1988: Electrical Supply, System and Equipment (Replaces BCAR Section J).
- No 731, 1 August 1979: Gyroscopic Rate of Turn indicators.
- No 738, 19 Sept 1979: Amendments to achieve consistency with Section N
- No K741, 18 April 1984: Autopilots and Flight Directors.
- No K775, 5 April 1982: Installation Assumptions involved in Engine Certification.
- No K789, 27 Feb 1985: Landing Distances.

CAA Airworthiness Notices:

- 5, Issue 1, 1 April 1972: Tyre Wear Limitations.
- 11, Issue 8, 1 Nov 1983: Acceptance of Aeronautical Parts
- 33, Issue 3, 1 Feb 1972: Unprotected Starter Circuits in aircraft not exceeding 12,500 lb.
- 36, Issue 9, 2 Oct 1981: Mandatory Modifications & Inspections.
- 39, Issue 4, 16 Sept 1988: Selection of Procurement of Electronic Components.
- 40, Issue 1, 1 Nov 1966: Carbon Monoxide Contamination in Aircraft.

41, Issue 8, 2 Oct 1981: Maintenance of Cockpit & Cabin Combustion Heaters and their associated Exhaust Systems.
42, Issue 1, 20 July 1979: Internal Emergency Lighting System.
45, Issue 1, 1 Nov 1983: Software Management.
45A, Issue 1, 1 July 1986: Software Management & Certification Guidelines.
53, Issue 1, 26 June 1970: Vertical Speed Indicators on Imported aircraft.
54, Issue 1, 26 June 1970: Instruments with unusual presentations.
55, Issue 2, 5 Oct 1973: Routine Maintenance of Propeller Blades.
58, Issue 4, 10 Dec 1986: Flame Resistant Furnishing Materials.
66, Issue 2, 18 Oct 1972: Aircraft Insurance.
75, Issue 9, 1 April 1983: Overhaul & Inspection Requirements for Variable Pitch Propellers.
76, Issue 3, 1 April 1980: Power Supply Systems for Aircraft Radio Installations.
82, Issue 1, 7 June 1973: Electrical Generation Systems – Aircraft not exceeding 5,700 kg maximum authorised weight.
87, Issue 1, 6 Nov 1987: Failure of Mechanical Products inc. Circuit Breakers.
91, Issue 2, 1 Nov 1983: Communications Transmitters in the VHF Radio Frequency Band 118-136MHz.
92, Issue 1, 15 Jan 1981: Cargo Containment.

CAA Specifications:
No. 1, Issue 5, 24 Sept 1979: Safety Belts.
No. 3, Issue 3, 10 July 1953: Tests for Seats with safety belts attached.
No. 4, Issue 2, 1 Feb 1962: Safety Harnesses.
No. 13, Issue 1, 24 Sept 1979: Diagonal Shoulder Harness

3.	Special Conditions	None
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	None
7.	Environmental Protection	ICAO Annex 16 Volume I (see EASA TCDSN.A.388 for details)
8.	Operational Suitability Certification Basis	MMEL: CS-MMEL, Initial Issue

E.III. Technical Characteristics and Operational Limitations

1.	Type Design Definition	BN2T-2	NB-M-1452	
		BN2T-2R	NB-M-1359 Appendix 2	
2.	Description	Twin engine, high wing Aircraft, metallic construction, fixed landing gear, number of persons including crew not to exceed ten.		
		The number is limited by spacing available in the cabin.		
3.	Equipment	Document No. MMEL/4		
4.	Dimensions	Span	53 ft 0 in	(16.15 m)
		Length (BN2T-2)	37 ft 5.4 in	(11.42 m)
		Length (BN2T-2R)	40 ft 7.2 in	(12.38 m)
		Height	13 ft 11.9 in	(4.26 m)
		Wing Area	351.7 sq ft	(32.67 m²)
5.	Engine			
	5.1. Model	2 Allison 250-B17C		
	5.2. Type Certificate	FAA E10CE		
	5.3. Limitations	Maximum power for all operations is 400 shp (equivalent to 1035 ft.lb. of torque at the maximum propeller governed RPM of 2030).		
6.	Load factors	Refer to Flight Manual (see section E.IV.)		
7.	Propeller			
	7.1. Model	2 Hartzell HC-C3YF-5F/FC8475FK-6		
	7.2. Type Certificate	FAA P25EA		
	7.3. Number of blades	3		
	7.4. Diameter	78 inch		
	7.5. Sense of Rotation	Clockwise (pilot's view)		
8.	Fluids			
	8.1. Fuel	Refer to Flight Manual (see section E.IV.)		
	8.2. Oil	Refer to Flight Manual (see section E.IV.)		
9.	Fluid capacities			
	9.1. Fuel	Refer to Flight Manual (see section E.IV.)		
	9.2. Oil	Refer to Flight Manual (see section E.IV.)		
10.	Air Speeds	Refer to Flight Manual (see section E.IV.)		
11.	Flight Envelope	Refer to Flight Manual (see section E.IV.)		
12.	Approved Operations Capability	Refer to applicable Flight Manual and supplements (see section E.IV.)		

13. Maximum Masses	Take-off:	8500 lb	(3855 kg)
	Landing:	8500 lb	(3855 kg)
	Wing Zero Fuel:	8500 lb	(3855 kg)

14. Centre of Gravity Range

Forward limit:
+17.0 in at weights up to 5030 lb, then varying linearly to +22.0 in at 8500 lb.
Aft limit:
+25.5 in at all weights (BN2T-2).
+24.5 in at all weights (BN2T-2R).

15. Datum — Coincident with wing leading edge (STN 134.5)

16. Control Surface Deflections — Aircraft rigged in accordance with Islander Maintenance Manual MM/4 and SMM/4

17. Levelling Means

17.1. Fore and Aft: Holes for datum pins on which straight edge is placed are located on the left side of the centre fuselage.

17.2. Lateral: By lateral levelling marks located on the upper wing surface on the main spar.

18. Minimum Flight Crew — 1 (Pilot)

19. Maximum Passenger Seating Capacity — 9

20. Baggage/ Cargo Compartments

20.1. Main Compartment — Refer to Flight Manual (see section E.IV.)

20.2. Rear Baggage Platform: Refer to Flight Manual (see section E.IV.)

21. Wheels and Tyres — Refer to Islander Maintenance Manual MM/4 and SMM/4

22. (Reserved)

E.IV. Operating and Service Instructions

1.	Flight Manual	BN2T-2	FM/200
		BN2T-2R	FM/200 incl. supplement 1
2.	Maintenance Manual	Document No. MM/4 and SMM/4	
3.	Maintenance Schedule	Document No. MS/5	
4.	Structural Repair Manual	Document No. PC-A/ASRP	
5.	Weight and Balance Manual	Refer to Flight Manual	
6.	Illustrated Parts Catalogue	Document No. PC/4	
7.	Service Information and Service Bulletins	SB190 – 5 year structural inspection	

E.V. Operational Suitability Data

1.	Master Minimum Equipment List	Document No. MMEL/4
2.	Dispatch Deviation Guide	Document No. DDG/4

E.VI. Notes

None.

SECTION F: DATA PERTINENT TO ALL MODELS

F.I. Notes

Note 1: The original CAA UK TCDS BA8 used the term “Certification Category” for operational classifications against British rules as follows: Transport Category (Passenger) except for BN2T-2R and BN2T-4R which are Aerial Work Category.

Note 2: This EASA TCDS is based on the original UK C.A.A. T.C.D.S. BA8 Issue 13, as well as the UK C.A.A. Airworthiness Approval Notes as listed in Section A. The mentioned models and variants were transferred to EASA under the provisions of Commission Regulation 1702/2003.

Note 3: The UK withdrew from the European Union on 31 January 2020. Under the terms of the UK-EU Trade and Cooperation Agreement, Annex 30, Article 15, 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 corresponding UK TCDS is UK.TC.A.00042

Note 4: Britten-Norman Aircraft Ltd (UK.21J.0138) transferred its design activities to the legal entity Britten-Norman Aerospace Ltd (UK.21J.1019) on 15 March 2024. The Type Certificate and major change design approvals issued before 15 March 2024 to Britten-Norman Aircraft Ltd for these models are transferred to Britten-Norman Aerospace Ltd.

Note 5: To reflect the new status of imported product following the UK withdrawal from the European Union on 31 January 2020, the prefix “IM” for “imported” has been integrated in the TCDS number.

SECTION ADMINISTRATIVE

I. Acronyms & Abbreviations

BCAR	British Civil Airworthiness Requirements
CAA	Civil Aviation Authority (UK)
ICAO	International Civil Aviation Organisation
JAR	Joint Aviation Requirements
TCDS	Type Certificate Datasheet
TCDSN	Type Certificate Datasheet for Noise

II. Type Certificate Holder Record

Britten-Norman Aerospace Ltd
Commodore House,
Mountbatten Business Centre
Millbrook Road East
Southampton
SO15 1HY
United Kingdom

Britten-Norman Aircraft Limited
Bembridge Airport
PO35 5PR Bembridge
Isle of Wight, UK

BN Group Limited
Bembridge Airport
PO35 5PR Bembridge
Isle of Wight, UK

III. Change Record

Issue	Date	Changes	TC Issue No. & Date
01	8 November 2011	Initial Issue	Initial Issue, 08.11.2011
02	23 November 2020	Section A – BN2, BN2A, BN2A-2, -3, & -6 added. Section A.II.4 – Chapter D4-4 para. 2.3.5 was 3.2.2, Chapter D4-8 Appendix para 1 was 8. Section B.IV – Maintenance Schedule was MS/5. Dimensions for all models corrected. Section E (BN2T-2 and BN2T-2R) added from UK CAA TCDS BA8. Definition of Type and Models corrected in all sections. OSD for all models updated. Note 1 - BN2T-2R added for Aerial Work Category. Note 3 removed.	Issue 2 23 November 2020
03	05 August 2024	Cover page – TCH changed.	Issue 3

		Section F – note 3 and 4 introduced. Section Administrative – TCH record updated.	05 August 2024
04	17 February 2025	Prefix "IM" for "imported" integrated in the TCDS number and Note 5 added in section F. TC reissued. Section D, 13 & 14: Updated to include increased MTOW and MLW approved under Modification NB-2175 (EASA approval 10086464)	Issue 4 17 Feb 2025

-END-