Type BN2 Islander Series Aircraft



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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SECTION A: **BN2A AND BN2B**

A

<u>SEC</u>	SECTION A: BNZA AND BNZB				
A.I.	Gene	eral			
1.	Type/ M	lodel/ Variant			
	1.1	Туре	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-26 BN2B-27		
•	•· · ·				
2.	Airworth	niness Category	Part 23, Normal Category		
			(see section F.I. Note 1)		
3.	Manufa	cturer	Britten-Norman Aircraft Ltd		
			Bembridge Airport		
			PO35 5PR Bembridge		
			Isle of Wight, UK		
Л		no Cortification			

4.	EASA Type Certification			
	Application Date	N/A		
5.	State of Design Authority	United Kingdom CAA		



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7.

8.

6. State of Design Authority

State of Design Authonity		
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
FACA Turne Contification Date	Cool continue E. L. Nicto 2	
EASA Type Certification Date	See section F.I. Note 2	
UK C.A.A. T.C.D.S. Number	BN2	AAN 9405.1
		AAN 9405.1 AAN 10101 (6,000lb)
	BN2	
	BN2	AAN 10101 (6,000lb)
	BN2 BN2A	AAN 10101 (6,000lb) AAN 10752 (6,300lb)
	BN2 BN2A BN2A-2	AAN 10101 (6,000lb) AAN 10752 (6,300lb) AAN 10918
	BN2 BN2A BN2A-2 BN2A-3	AAN 10101 (6,000lb) AAN 10752 (6,300lb) AAN 10918 AAN 10992
	BN2 BN2A BN2A-2 BN2A-3 BN2A-6	AAN 10101 (6,000lb) AAN 10752 (6,300lb) AAN 10918 AAN 10992 AAN 11105
	BN2 BN2A BN2A-2 BN2A-3 BN2A-6 BN2A-8	AAN 10101 (6,000lb) AAN 10752 (6,300lb) AAN 10918 AAN 10992 AAN 11105 UK BA8
	BN2 BN2A-2 BN2A-3 BN2A-6 BN2A-8 BN2A-9	AAN 10101 (6,000lb) AAN 10752 (6,300lb) AAN 10918 AAN 10992 AAN 11105 UK BA8 UK BA8
	BN2 BN2A-2 BN2A-3 BN2A-6 BN2A-8 BN2A-9 BN2A-20	AAN 10101 (6,000lb) AAN 10752 (6,300lb) AAN 10918 AAN 10992 AAN 11105 UK BA8 UK BA8 UK BA8
	BN2 BN2A-2 BN2A-3 BN2A-6 BN2A-8 BN2A-9 BN2A-20 BN2A-21	AAN 10101 (6,000lb) AAN 10752 (6,300lb) AAN 10918 AAN 10992 AAN 11105 UK BA8 UK BA8 UK BA8 UK BA8
	BN2 BN2A-2 BN2A-3 BN2A-6 BN2A-8 BN2A-9 BN2A-20 BN2A-21 BN2A-26	AAN 10101 (6,000lb) AAN 10752 (6,300lb) AAN 10918 AAN 10992 AAN 11105 UK BA8 UK BA8 UK BA8 UK BA8 UK BA8
	BN2 BN2A-2 BN2A-3 BN2A-6 BN2A-6 BN2A-8 BN2A-9 BN2A-9 BN2A-20 BN2A-21 BN2A-26 BN2A-27	AAN 10101 (6,000lb) AAN 10752 (6,300lb) AAN 10918 AAN 10992 AAN 11105 UK BA8 UK BA8 UK BA8 UK BA8 UK BA8 UK BA8
	BN2 BN2A-2 BN2A-3 BN2A-6 BN2A-6 BN2A-8 BN2A-9 BN2A-9 BN2A-20 BN2A-21 BN2A-26 BN2A-27 BN2B-20	AAN 10101 (6,000lb) AAN 10752 (6,300lb) AAN 10918 AAN 10992 AAN 11105 UK BA8 UK BA8 UK BA8 UK BA8 UK BA8 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.	(Deconved) Deviations	None
	(Reserved) Deviations	
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. <u>Technical Characteristics and Operational Limitations</u>

A.11						
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.				
2	F . 1					
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 m ²)				
		Wing Area * 337.0 sq ft (31.31 m ²)				
		* 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				
F	Load factors	-				
6.		Refer to Flight Manual (see section A.IV.)				



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•		One of the following Hartzell Propeller types				
			fitted to each engine:			
	7.1.	Model	HC-C2YK-2B/8477-4			
			HC-C2YK-2B/C8477-4		or6	
			HC-C2YK-2B/C847	/7A-4	or6	
			HC-C2YK-2C/C847	/7-4	or6	
			HC-C2YK-2C/C847	′7A-4	or6	
			HC-C2YK-2CF/FC8		or6	
			HC-C2YK-2CUF/FC	C8477A-4	or6	
			HC-C3YR-2UF/FC8	3468-8R for	BN2B-26	
			and -27 wit	h O-540-E40	C5 engines,	
			-	on NB-M-13	-	
			HC-C3YR-2UF/FC7			
					LB5 engines,	
			(modificatio	on NB-M-17	72)	
	7.2.	Type Certificate	HC-C2YK	EASA.IM.P.1	130	
			HC-C3YR	EASA.IM.P.1	131	
	7.3.	Number of blades	НС-С2ҮК	2		
			HC-C3YR	3		
	7.4.	Diameter	80 inch diameter	as indicated	l by suffix4 or	
			78 inch diameter a		•	
			78 inch diameter f		•	
	7.5.	Sense of Rotation	Clockwise (pilot's	view)		
8.	Fluids					
	8.1.	Fuel	Refer to Flight Ma	anual (see se	ection A.IV.)	
	8.2.	Oil	Refer to Flight Ma	anual (see se	ection A.IV.)	
9.	Fluid cap	pacities				
	9.1.	Fuel	Refer to Flight Ma	anual (see se	ection A.IV.)	
	9.2.	Oil (per engine)	Maximum Oil Cap	acity: 1	2 US quarts	(11.3 litres)
			Minimum Safe Oil	l Level:	2.75 US quarts	(2.6 litres)
10.	Air Spee	ds	Refer to Flight Ma	anual (see se	ection A.IV.)	
11.	Flight Er	nvelope	Refer to Flight Ma	anual (see se	ection A.IV.)	
12.	Approve	ed 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
- 15. Datum
- 16. Control Surface Deflections
- 17. Levelling Means 17.1. Fore and Aft:

17.2. Lateral:

18. Minimum Flight Crew

Holes for datum pins on which straight edge is placed are located on the left side of the centre fuselage.

Aircraft rigged in accordance with Islander Maintenance

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

1 (Pilot)

Manual MM/1

- 19. Maximum Passenger Seating
- 20. Baggage/ Cargo Compartments 20.1. Main Compartment 20.2. Rear Baggage Platform:
- 21. Wheels and Tyres
- 22. (Reserved)

Capacity



9

Refer to Flight Manual (see section A.IV.) Refer to Flight Manual (see section A.IV.) Refer to Islander Maintenance Manual MM/1

Refer to Flight Manual (see section A.IV.)

Refer to Flight Manual (see section A.IV.)



A.IV. **Operating and Service Instructions**

1.	Flight Manual	Aircraft	Flight Manual (AFM)
	0	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
	Onerational Suitability Data		

Operational Suitability Data A.V.

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

A.VI. <u>Notes</u>

None.



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B.I. General

1.2

Manufacturer

2.

3.

5.

6.

1. Type/ Model/ Variant

Model

Airworthiness Category

1.1 Туре **BN2** Islander Series Aircraft BN2T Part 23, Normal Category

(see section F.I. Note 1)

Britten-Norman Aircraft Ltd. **Bembridge Airport** PO35 5PR Bembridge Isle of Wight, UK

EASA Type Certification 4. **Application Date**

N/A United Kingdom CAA

See section F.I. Note 2

11-04-1985

7. EASA Type Certification Date

State of Design Authority

State of Design Authority

Type Certificate Date

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B.II. EASA Certification Basis

- 1. Reference Date for determining the applicable requirements
- 2. Airworthiness Requirements

22 January 1980

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:**

None

None

None

None

- 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
- 4. Exemptions
- 5. (Reserved) Deviations
- 6. Equivalent Safety Findings
- 7. Environmental Protection
- 8. Operational Suitability Certification Basis
- MMEL: CS-MMEL, Initial Issue

(see EASA TCDSN.A.388 for details)

ICAO Annex 16 Volume I



B.III. <u>Technical Characteristics and Operational Limitations</u>

1.	Type Design Definition NB-M-1218					
2.	Descript	-	Twin engine, high wing Aircraft, metallic construction, fixed landing gear, number of persons including crew not to exceed ten.			
			The number	is limite	d by spacing a	available in the cabin.
3.	Equipm	ent	Document N	lo. MME	L/4	
4.	Dimensi	ons	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 Allicon 250		ngines rated a	at 220 chn
	5.2.	Type Certificate	FAA E10CE	-01/02	ingines rateu a	at 520 shp
	5.2.	Limitations		220 chn	(oquivalant t	o 920 ft lb. of torque at
	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 fac	ctors	Refer to Flig	ht Manu	al (see section	n B.IV.)
7.	Propelle	er				
	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 (p	oilot's vie	w)	
8.	Fluids					
	8.1.	Fuel	Refer to Flig	ht Manu	al (see section	ו B.IV.)
	8.2.	Oil	Refer to Flig	ht Manu	al (see section	ו B.IV.)
9.	Fluid ca					
	9.1.	Fuel	Refer to Flig	ht Manu	al (see section	n B.IV.)
	9.2.	Oil	0		al (see section	
	Air Spee		Refer to Flig	ht Manu	al (see section	ו B.IV.)
11.	Flight Er	nvelope	Refer to Flig	ht Manu	al (see section	า B.IV.)
12.	Approve	ed Operations Capability	Refer to app section B.IV.		light Manual a	and supplements (see
40		• •				

13. Maximum Masses

Variant	Maximum Weight for:			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



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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.



See section F.I. Note 2

SECTION C: BN2T-4R

C.I. <u>General</u>

7.

1.	Type/ Model/ Variant	
	1.1 Туре	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

EASA Type Certification Date

**** * ***

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C.II. EASA Certification Basis

- 1. Reference Date for determining the applicable requirements
- 2. Airworthiness Requirements

10 January 1991

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 Ib 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.



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- 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:

None

None

None

None

- 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
- 4. Exemptions
- 5. (Reserved) Deviations
- 6. Equivalent Safety Findings
- 7. Environmental Protection
- 8. Operational Suitability Certification Basis
- MMEL: CS-MMEL, Initial Issue

(see EASA TCDSN.A.388 for details)

ICAO Annex 16 Volume I



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C.III. <u>Technical Characteristics and Operational Limitations</u>

1.	Type Design Definition NB-M-1359 Appendix 1 (s/n C2143 and C2115 only)			3 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 limite	d by spacing a	available in the cabin.
3.	Equipme	ent	Document N	o. MME	L/4	
4.	Dimensi	ons	Span	53 ft	0 in	(16.15 m)
			Length	40 ft	7.2 in	(12.38 m)
			Height Wing Area	13 ft 351.7 s	7.25 in sa ft	(4.15 m) (32.67 m²)
5.	Engine			001//	- 4	(02:07:11)
	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 fac	tors	Refer to Flight Manual (see section C.IV.)			
7.	Propelle	r				
	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	-		al (see section	-
	8.2.	Oil	Refer to Flig	ht Manu	al (see section	n C.IV.)
9.	Fluid cap 9.1.		Deferte Flig	ht Manu	al (can continu	
	9.1. 9.2.	Fuel Oil	•		al (see section	
10	-		-		al (see section	-
	Air Spee		-		al (see section	
	Flight Er	•	-		al (see section	
12.	2. Approved Operations Capability		Refer to applicable Flight Manual and supplements (see section C.IV.)			



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TCDS No.: EASA.IM.A.388 Issue: 4	Type BN2 Islander Series Aircraft		Date: 17 February 2025
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 I	eading 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 of located on the left side		ight edge is placed are re fuselage.
17.2. Lateral:	By lateral levelling man on the main spar.	rks located o	n the upper wing surface
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	-	-
21. Wheels and Tyres	Refer to Islander Main		-
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. <u>Notes</u>

None.



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Type BN2 Islander Series Aircraft

D.I. <u>General</u>

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



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D.II. EASA Certification Basis

- 1. Reference Date for determining the applicable requirements
- 2. Airworthiness Requirements

11 January 1994

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.

- 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)



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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.



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- 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. 13, Issue 1, 24 Sept 1979: Diagonal Shoulder Harness
- **Special Conditions**
- 4. Exemptions

3.

- 5. (Reserved) Deviations
- **Equivalent Safety Findings** 6.
- 7. **Environmental Protection**
- 8. **Operational Suitability Certification Basis**

MMEL: CS-MMEL, Initial Issue



No. 4, Issue 2, 1 Feb 1962: Safety Harnesses. None None None None ICAO Annex 16 Volume I (see EASA TCDSN.A.388 for details)

D.III. <u>Technical Characteristics and Operational Limitations</u>

1.	Type De	sign Definition	NB-M-1545			
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 limite	d by spacing	available in the cabin.
3.	Equipme	ent	Document N	lo. MME	L/2T-4S	
4.	Dimensi	ons	Span	53 ft	0 in	(16.15 m)
			Length	40 ft	0.5 in	(12.20 m)
			Height Wing Area	14 ft 351.7 :	4.1 in sa ft	(4.37 m) (32.67 m²)
5.	Engine		Wing Area	551.7	5410	(32.07 m)
5.	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 t 1035 ft.lb. of torque at the maximum propeller governed RPM of 2030).			
6.	Load fac	tors	Refer to Flight Manual (see section D.IV.)			
7.	Propelle	r				
	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 Flig		-	
	8.2.	Oil	Refer to Flig	ht Manu	al (see sectio	on D.IV.)
9.	Fluid cap				-1 (
	9.1.	Fuel	Refer to Flig		-	
10	9.2.	Oil	Refer to Flig			
	Air Spee		Refer to Flig		-	
	Flight Er		Refer to Flig			
12.	2. Approved Operations Capability		Refer to applicable Flight Manual and supplements (see section D.IV.)			



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Type BN2 Islander Series Aircraft

13.	Maximum Masses	Take-off: Landing: Wing Zero Fuel:	8500 lb 8500 lb 8300 lb	(3855 kg) (3855 kg) (3764 kg)
		Aircraft incorporarting Take-off: Landing: Wing Zero Fuel:	Modification 8925 lb (404) 8925 lb (404) 8300 lb (376)	8 kg) 8 kg)
14.	Centre of Gravity Range	Forward limit: +15.0 in at weights +20.0 in at 8500 lb. Aft limit: +25.0 in at all weigh	•	then varying linearly to
		incorporating Modifica Forward limit: +15.0 in at weights up +21.2 in at 8925 lb. Aft limit: +25.0 in at all weights.		en varying linearly to
15.	Datum	Coincident with wing	leading edge	(STN 134.5)
16.	Control Surface Deflections	Aircraft rigged in acco Manual AMP/2T-4S	ordance with I	slander Maintenance
17.	Levelling Means			
	17.1. Fore and Aft:	Holes for datum pins located on the left sid		ight edge is placed are re fuselage.
	17.2. Lateral:	By lateral levelling main on the main spar.	arks located o	n the upper wing surface
18.	Minimum Flight Crew	1 (Pilot)		
19.	Maximum Passenger Seating Capacity	9		
20.	Baggage/ Cargo Compartments 20.1. Main Compartment	Refer to Flight Manua	al (see section	D.IV.)
	20.2. Rear Baggage Platform:	Refer to Flight Manua	-	-
21.	Wheels and Tyres	Refer to Islander Mai	ntenance Mar	nual AMP/2T-4S
22.	(Reserved)			



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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.



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SECTION E: BN2T-2 AND BN2T-2R

E.I. <u>General</u>

1.	Type/ N	lodel/ Variant		
	1.1	Туре	BN2 Islander Series Aircraf	t
	1.2	Model	BN2T-2	
			BN2T-2R	
2.	Airwortl	niness Category	Part 23, Normal Category	
			(see section F.I. Note 1)	
3.	Manufa	cturer	Britten-Norman Aircraft Lt	d.
			Bembridge Airport	
			PO35 5PR Bembridge	
			Isle of Wight, UK	
4.	•	pe Certification		
	Applicat	ion Date	N/A	
5.	State of	Design Authority	United Kingdom CAA	
6.	State of	Design Authority		
	Туре Се	rtificate Date	BN2T-2	09-09-1991
			BN2T-2R	28-06-1991
7.	EASA Ty	pe Certification Date	See section F.I. Note 2	



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E.II. EASA Certification Basis

- 1. Reference Date for determining the applicable requirements
- 2. Airworthiness Requirements

16 February 1990

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.



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- 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
- 4. Exemptions
- 5. (Reserved) Deviations
- 6. Equivalent Safety Findings
- 7. Environmental Protection
- 8. Operational Suitability Certification Basis

- None
- None

None

- None
- ICAO Annex 16 Volume I
- (see EASA TCDSN.A.388 for details)

MMEL: CS-MMEL, Initial Issue



E.III. <u>Technical Characteristics and Operational Limitations</u>

1.	Type De	sign Definition	BN2T-2 BN2T-2R		NB-M-1452	Annondix 2
2.	Descript	ion		BN2T-2RNB-M-1359 Appendix 2Twin engine, high wing Aircraft, metallic construction, fixed		
	Description		landing gear, number of persons including crew not to exceed ten.			
			The number is limit	ted by s	bacing availabl	e in the cabin.
3.	Equipm	ent	Document No. MM	IEL/4		
4.	Dimensi	ons	Span	53 ft	0 in	(16.15 m)
			Length (BN2T-2)		5.4 in	(11.42 m)
			Length (BN2T-2R) Height	40 ft 13 ft	7.2 in 11.9 in	(12.38 m) (4.26 m)
			Wing Area	351.7		(32.67 m ²)
5.	Engine		0		•	, ,
	5.1.	Model	2 Allison 250-B17C			
	5.2.	Type Certificate	FAA E10CE			
	5.3.	Limitations	Maximum power fo 1035 ft.lb. of torqu RPM of 2030).	•		
6.	Load fac	ctors	Refer to Flight Man	nual (see	section E.IV.)	
7.						
	7.1.	Model	2 Hartzell HC-C3YF-	-5F/FC84	475FK-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 v	iew)		
8.	Fluids					
	8.1.	Fuel	Refer to Flight Man			
_	8.2.	Oil	Refer to Flight Man	iual (see	section E.IV.)	
9.	Fluid ca		Refer to Flight Man	ual (coo	costion E IV()	
	9.1. 9.2.	Fuel Oil	Refer to Flight Man	-	-	
10	9.2. Air Spee		-	-	-	
	•		Refer to Flight Manual (see section E.IV.)			
11.	•	•	Refer to Flight Manual (see section E.IV.) Refer to applicable Flight Manual and supplements (see			
IZ.	Approve	ed Operations Capability	section E.IV.)			



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TCDS No.: EASA.IM.A.388 Issue: 4		Type BN2 Islander Series Aircraft		Date: 17 February 2025
13.	Maximum Masses	Take-off: Landing: Wing Zero Fuel:	8500 lb 8500 lb 8500 lb	(3855 kg) (3855 kg) (3855 kg)
14.	Centre of Gravity Range	Forward limit:	o to 5030 lb, (BN2T-2).	then varying linearly to
15.	Datum	Coincident with wing le	ading edge	(STN 134.5)
16.	Control Surface Deflections	Aircraft rigged in accord Manual MM/4 and SMI		slander Maintenance
17.	Levelling Means			
	17.1. Fore and Aft:	Holes for datum pins or located on the left side		
	17.2. Lateral:	By lateral levelling marl on the main spar.	<s located="" or<="" td=""><td>n the upper wing surface</td></s>	n the upper wing surface
18.	Minimum Flight Crew	1 (Pilot)		
19.	Maximum Passenger Seating Capacity	9		
20.	Baggage/ Cargo Compartments 20.1. Main Compartment	Refer to Flight Manual	-	
	20.2. Rear Baggage Platform:	Refer to Flight Manual	•	
	Wheels and Tyres (Reserved)	Refer to Islander Maint	enance Mar	ual MM/4 and SMM/4



E.IV. Operating and Service Instructions

1.	Flight Manual	BN2T-2 BN2T-2R	FM/200 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.



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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	Section A – BN2, BN2A, BN2A-2, -3, & -6 added.	Issue 2
	2020	Section A.II.4 – Chapter D4-4 para. 2.3.5 was 3.2.2,	23 November
		Chapter D4-8 Appendix para 1 was 8.	2020
		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.	
03	05 August 2024	Cover page – TCH changed.	Issue 3



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

-END-



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