

# **TYPE-CERTIFICATE**

# **DATA SHEET**

No. EASA.IM.A.389

for BN2A Mark III Trislander

**Type Certificate Holder** Britten-Norman Aerospace Ltd

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

For models: BN.2A MARK III BN.2A MARK III-1 BN.2A MARK III-2 BN.2A MARK III -3



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**BN2A Mark III Trislander** 

#### SECTION A: BN.2A MARK III

#### A.I. <u>General</u>

1.	Type/ Model
----	-------------

- 1.1 Type
- 1.2 Model
- 2. Airworthiness Category
- 3. Manufacturer

4.

BN.2A MARK III Part 23, Normal Category (see section E.I. Note 1) Britten-Norman Aircraft Ltd Bembridge Airport PO35 5PR Bembridge Isle of Wight, UK

- Application Date5. State of Design Authority
- State of Design Authority Type Certificate Date

EASA Type Certification

- 7. EASA Type Certification Date
- 8. UK C.A.A. T.C.D.S. Number

United Kingdom CAA

21-05-1971 See section E.I. Note 2 BA6

A.II.	EASA Certification Basis	
1.	Reference Date for determining the applicable requirements	18 December 1970
2.	Airworthiness Requirements	The following requirements were the basis of certification for the type design:
		BCAR Section K – Light Aeroplanes – Issue 3, dated 1 October 1969.
		BCAR Section J – Electrical – Issue 3, dated 15 September 1966.
		BCAR Blue Papers:
		377, 18 September 1969: Sub-section K7 – Operating Limitations and Information
		402, 24 September 1969 and is amended by ARB letter reference REQ/IBL dated 25 September 1970: Flight Manuals for Light Aeroplanes
		497, 18 September 1969: Miscellaneous Amendments to Handling Requirements – First Set
		503, 18 September 1969: Miscellaneous Amendments to Handling Requirements – Second Set
3.	Special Conditions	CAA Special Conditions relating to the structure in document A48T.312/347 dated 26 October 1970, transmitted by ARB letter reference ABN 208 dated 18 December 1970.
		CAA Special Condition relating to power failure warning for the rear engine contained in ARB letter reference DES/ABN208 dated 8 June 1971.
		NOTE: For compliance with this special conditions modification NB-M-502 is included in the type design.
4.	Exemptions	Non-compliance with the following requirements was accepted: BCAR Section K – Light Aeroplanes Issue 3
		Chapter K4-4, paragraph 2.3.4 Chapter K7-2, paragraph 2.5(a)(i)
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	None
7.	Environmental Protection	ICAO Annex 16 Volume I (see EASA TCDSN.A.389 for details)
8.	Operational Suitability Certification Basis	MMEL: CS-MMEL, Initial Issue



# A.III. <u>Technical Characteristics and Operational Limitations</u>

1.	Type Design Definition		NB-M-457				
2.	Descripti	on	Three-engine, high wing aircraft, metallic construction, fixed landing gear, number of persons including crew not to exceed eighteen (18).				
3.	Equipme	nt	Refer to Flig	ght Manua	al (see	section A.IV.)	
4.	Dimensio	ons	Span Length Height Wing Area	53 ft 0 in (16.15 m) 45 ft 8.5 in (13.93 m) 14 ft 2 in (4.32 m) 337.0 sq ft (31.31 m <sup>2</sup> )		)	
5.	Engine						
	5.1.	Model	3 Avco Lyco	ming O-5	40-E4C	5	
	5.2.	Type Certificate	FAA E-295				
	5.3.	Limitations	For all operation	ation 270	0 RPM	(260hp)	
6.	Load fact	tors	Positive Negative	Flap UP +3.34g -1.34g		Flap DOWN +2.0g -0g	
7.	Propelle	ſ	One of the following Hartzell approved propellers of same diameter grouping (80 inch diameter as indicat suffix4 or 78 inch diameter as indicated by suffix .			lers of the indicated by suffix6)	
	7.1.	Model	HC-C2YK-2B/C8477-4 or6 HC-C2YK-2B/C8477A-4 or6 HC-C2YK-2C/C8477-4 or6 HC-C2YK-2C/C8477A-4 or6 HC-C2YK-2CF/FC8477A-4 or6 HC-C2YK-2CIF/FC8477A-4 or6		or6 or6 or6 or6 or6 or6		
	7.2.	Type Certificate	EASA.IM.P.1	130			
	7.3.	Number of blades	2				
	7.4.	Diameter	80 inch diar 78 inch diar	neter as i neter as i	ndicate ndicate	ed by suffix4 or ed by suffix6	
	7.5.	Sense of Rotation	Clockwise (	oilot's vie	w)		
8.	Fluids						
	8.1.	Fuel	91/96 octar (Refer also t	ne (minim to Flight N	um) Av Janual	/gas 100L or 100LL (see section A.IV.)	)
	8.2.	8.2. Oil		Refer to Flight Manual (see section A.IV.)			
9.	Fluid cap 9.1.	acities Fuel	Main Tanks Total: Usable: Tip Tanks (T	(Total): Ōtal):	1 1	36.8 US Gallons 29.8 US Gallons	(518 litres) (491 litres)
			Total: Usable:			59.2 US Gallons 55.2 US Gallons	(224 litres) (209 litres)
	9.2.	Oil (per engine)	Maximum C Minimum S	Dil Capacit afe Oil Le	ty: vel:	12 US quarts 2.75 US quarts	(11.3 litres) (2.6 litres)



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10.	Air Speeds	Never Exceed Speed, V <sub>NE</sub> : Normal Operating Limit Sp Manoeuvring Speed, Va	peed, V <sub>NO</sub> :	195 KIAS 152 KIAS 130 KIAS	(188 KEAS) (149 KEAS) (128 KEAS)
		Flaps, Take-off, V <sub>F</sub> : Flaps, Landing, V <sub>F</sub> : Minimum Control Speed, <sup>7</sup>	Flaps, Take-off, $V_F$ : Flaps, Landing, $V_F$ : Minimum Control Speed, $V_{MC}$ :		(128 KEAS) (113 KEAS) (108 KEAS)
11.	Flight Envelope	Maximum operating altitu Refer to Flight Manual (se	ude 10000f e section A	īt A.IV.)	
12.	Approved Operations Capability	Refer to applicable Flight section A.IV.)	Manual an	d suppleme	nts (see
13.	Maximum Masses	Take-off:9.Landing:9.Wing Zero Fuel:9.	350 lb 350 lb 050 lb	(4241 kg) (4241 kg) (4105 kg)	
14.	Centre of Gravity Range	Forward limit: +20.0 in at weights up to 8750 lb, then varying linearly to +21.0 in at 9350 lb. Aft limit: +25.6 in at all weights.			linearly to
15.	Datum	Coincident with wing leading edge (STN 234.5)			
16.	Control Surface Deflections	Aircraft rigged in accordance with Trislander Maintenance Manual MM/2			
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 l on the main spar.	located on	the upper v	ving surface
18.	Minimum Flight Crew	1 (Pilot)			
19.	Maximum Passenger Seating Capacity	17			
20.	Baggage/ Cargo Compartments 20.1. Main Compartment	Maximum intensity is 120 lb/sq.ft., but the total load forward of the front spar frame shall not exceed 1500 lb, and the total load aft of the rear spar frame shall not exceed 1000 lb. Between spar frames, the maximum load shall not exceed 820 lb.			
	20.2. Rear Baggage Platform:	Maximum intensity is 120 not exceed 400 lb.	lb/sq.ft., k	out the total	load shall
21.	Wheels and Tyres	Nose Wheel Tyre Size: Main Wheel Tyre Size:	One: 6 Four: 7	.00 x 6 .00 x 6	
22.	(Reserved)				



# A.IV. Operating and Service Instructions

1.	Flight Manual	The limitations, recommended procedures and information required are contained in the approved Flight Manuals, (Britten-Norman Limited Document FM/BN2AIII/1), with the following dates of approval and Revision (R) / Deviation (D) standards:
		Approved by ARB on 6th May 1971. (R1, D4, D5, D13, R2, R3, D20)
2.	Maintenance Manual	Document No. MM/2
3.	Maintenance Schedule	Document No. MS/2
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/2

# A.V. Operational Suitability Data

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

#### A.VI. Notes

None.



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#### SECTION B: BN.2A MARK III-1

# B.I. <u>General</u>

1.	Type/ Mo	odel/ Variant			
	1.1	Туре	BN2A Mark III Trislander		
	1.2	Model	BN.2A MARK III-1 <sup>note a</sup>		
2.	Airworthi	iness Category	Part 23, Normal Category (see section E.I. Note 1)		
3.	Manufacturer		Britten-Norman Aircraft Ltd Bembridge Airport PO35 5PR Bembridge Isle of Wight, UK		
4.	EASA Typ	e Certification			
	Application	on Date	N/A		
5.	State of D	Design Authority	United Kingdom CAA		
6.	State of D	Design Authority			
	Type Cert	tificate Date	BN.2A MARK III-1 (Interim) <sup>note a</sup>	16-07-1974	
			BN.2A MARK III-1	08-12-1974	
7.	EASA Typ	e Certification Date	See section E.I. Note 2		
8.	UK C.A.A.	. T.C.D.S. Number	BA6		



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B.II.	EASA Certification Basis	
1.	Reference Date for determining the applicable requirements	18 December 1970
2.	Airworthiness Requirements	The following requirements were the basis of certification for the type design:
		BCAR Section K – Light Aeroplanes – Issue 3, dated 1 October 1969.
		BCAR Section J – Electrical – Issue 3, dated 15 September 1966.
		BCAR Blue Papers:
		377, 18 September 1969: Sub-section K7 – Operating Limitations and Information
		402, 24 September 1969 and is amended by ARB letter reference REQ/IBL dated 25 September 1970: Flight
		497, 18 September 1969: Miscellaneous Amendments to Handling Requirements – First Set
		503, 18 September 1969: Miscellaneous Amendments to Handling Requirements – Second Set
3.	Special Conditions	CAA Special Conditions relating to the structure in document A48T.312/347 dated 26 October 1970, transmitted by ARB letter reference ABN 208 dated 18 December 1970.
		CAA Special Condition relating to power failure warning for the rear engine contained in ARB letter reference DES/ABN208 dated 8 June 1971.
		NOTE: For compliance with this special conditions modification NB-M-502 is included in the type design.
4.	Exemptions	Non-compliance with the following requirements was accepted: BCAR Section K – Light Aeroplanes Issue 3 Chapter K4-4, paragraph 2.3.4 Chapter K7-2, paragraph 2.5(a)(i)
5.	(Reserved) Deviations	None
6.	Faujvalent Safety Findings	None
7	Environmental Protection	ICAO Annex 16 Volume I
<i>,</i> .		(see EASA TCDSN.A.389 for details)
8.	Operational Suitability Certification Basis	MMEL: CS-MMEL, Initial Issue



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

1.	Type De	sign Definition	BN.2A MAR BN.2A MAR	BN.2A MARK III-1 (Interim) <sup>note a</sup> BN.2A MARK III-1		<sup>ote a</sup> NB-M-61 NB-M-60	14 02
2.	Descript	ion	Three-engin landing gea exceed eigh	Three-engine, high wing aircraft, me landing gear, number of persons inc exceed eighteen (18).			truction, fixed w not to
3.	Equipme	ent	Refer to Flig	ht Manu	al (see s	ection B.IV.)	
4.	Dimensi	ons	Span Length Height Wing Area	53 ft 45 ft 14 ft 337.0 s	0 in 8.5 in 2 in sq ft	(16.15 m) (13.93 m) (4.32 m) (31.31 m²	)
5.	Engine						
	5.1.	Model	3 Avco Lyco	ming O-5	640-E4C	5	
	5.2.	Type Certificate	FAA E-295				
	5.3.	Limitations	For all opera	ation 270	0 RPM (	(260hp)	
6.	Load fac	ctors	Positive Negative	Flap UP +3.30g -1.32g	/ ТО	Flap DOWN +2.0g -0g	
7.	Propelle	r	One of the following Hartzell approved prop same diameter grouping (80 inch diameter a suffix4 or 78 inch diameter as indicated b types fitted to each engine:		l approved propell inch diameter as i er as indicated by s	lers of the indicated by suffix6)	
	7.1.	Model	HC-C2YK-2B HC-C2YK-2B HC-C2YK-2C HC-C2YK-2C HC-C2YK-2C HC-C2YK-2C	C8477-4 C8477A C8477-4 C8477A C8477A F/FC8477 CUF/FC84	-4 -4 -4 7A-4 77A-4	or6 or6 or6 or6 or6 or6	
	7.2.	Type Certificate	EASA.IM.P.1	L30			
	7.3.	Number of blades	2				
	7.4.	Diameter	neter 80 inch diameter as indicated 78 inch diameter as indicated		d by suffix4 or d by suffix6		
	7.5.	Sense of Rotation	Clockwise (p	oilot's vie	w)		
8.	Fluids						
	8.1.	Fuel	91/96 octan (Refer also t	ie (minim o Flight N	ium) Av Manual	gas 100L or 100LL (see section B.IV.)	)
	8.2.	Oil	Refer to Flig	ht Manu	al (see s	ection B.IV.)	
9.	Fluid ca	pacities					
	9.1.	Fuel	Main Tanks	(Total):			
			Total:		13	36.8 US Gallons	(518 litres)
			Usable:		12	9.8 US Gallons	(491 litres)
			Tip Tanks (T	otal):	-		
			IGTOL		5		(224 litres)
			Usable.		5		(203 111 85)



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	9.2. (	Dil (per engine)	Maximum Oil Capacity: 2 Minimum Safe Oil Level:	12 US qua 2.75 US	arts quarts	(11.3 litres) (2.6 litres)
10.	Air Speeds	5	Never Exceed Speed, V <sub>NE</sub> : Normal Operating Limit Spee Manoeuvring Speed, V <sub>A</sub> : Flaps, Take-off, V <sub>F</sub> : Flaps, Landing, V <sub>F</sub> : Minimum Control Speed, V <sub>M</sub>	ed, V <sub>NO</sub> : nc:	182 KIAS 142 KIAS 133 KIAS 133 KIAS 110 KIAS 50 KIAS	(176 KEAS) (140 KEAS) (132 KEAS) (130 KEAS) (112 KEAS)
11.	Flight Env	elope	Maximum operating altitude Refer to Flight Manual (see s	e 10000ft section B.	IV.)	
12.	Approved	Operations Capability	Refer to applicable Flight Ma section B.IV.)	anual and	suppleme	nts (see

#### 13. Maximum Masses

	BN.2A MARK	III-1 (Interim) <sup>note a</sup>	BN.2A MARK III-1		
Take-off	9825 lb	(4457 kg)	10000 lb	(4536 kg)	
Landing	9350 lb	(4241 kg)	10000 lb	(4536 kg)	
Wing Zero Fuel	9350 lb	(4241 kg)	9700 lb	(4400 kg)	

14. Centre of Gravity Range

BN.2A MARK III-1 (Interim) note a+20.0 in at weights up to 8750 lb, then varying linearly to +21.0 in at 9350 lb, with a further linear variation from this position to +22.5 in at 9825 lb+25.6 in at all we eBN.2A MARK III-1+20.0 in at weights up to 8750 lb, then varying linearly to +21.0 in at 9350 lb, with a further+25.6 in at all we e	
BN.2A MARK III-1 +20.0 in at weights up to 8750 lb, then varying +25.6 in at all we linearly to +21.0 in at 9350 lb, with a further	ights
linear variation from this position to +23.0 in at 10000 lb	ights
15. Datum Coincident with wing leading edge (STN 234.5)	
16. Control Surface Deflections Aircraft rigged in accordance with Trislander Mainter Manual MM/2	nance
17. Levelling Means	
17.1. Fore and Aft: Holes for datum pins on which straight edge is place located on the left side of the centre fuselage.	d are
17.2. Lateral:By lateral levelling marks located on the upper wing on the main spar.	surface
18. Minimum Flight Crew 1 (Pilot)	
19. Maximum Passenger Seating	
Capacity 17	



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20.	Baggage/ Cargo Compartments	
	20.1. Main Compartment	Maximum intensity is 120 lb/sq.ft., but the total load forward of the front spar frame shall not exceed 1500 lb, and the total load aft of the rear spar frame shall not exceed 1000 lb. Between spar frames, the maximum load shall not exceed 820 lb.
		Between the rear of the pilot's seat and the front spar frame, the load per foot run shall not exceed 130lb. per foot run.
		Between the rear spar frame and the baggage compartment, the load per foot run shall not exceed 150 lb. per foot run.
	20.2. Rear Baggage Platform:	Maximum intensity is 120 lb/sq.ft., but the total load shall not exceed 400 lb.
21.	Wheels and Tyres	

	BN.2A	MARK III-1 (Interim) <sup>note a</sup>	BN.2A	MARK III-1
Nose Wheel Tyre Size	One:	6.00 x 6	One:	6.00 x 6
Main Wheel Tyre Size	Four:	7.00 x 6	Four:	6.50 x 8

# 22. (Reserved)

# B.IV. Operating and Service Instructions

1.	Flight Manual	The limitations, recommended procedures and information required are contained in the approved Flight Manuals, (Britten-Norman Limited Document FM/BN2AIII/1), with the following dates of approval and Revision (R) / Deviation (D) standards:
		Approved by ARB on 6th May 1971. (R1, D4, D5, D7, D8, D11, R2, R3) For the interim version (non-embodiment of modification NB-M-579, but embodying modification NB-M-614), the addition of Supplement 9.
2.	Maintenance Manual	Document No. MM/2
3.	Maintenance Schedule	Document No. MS/2
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/2

# B.V. Operational Suitability Data

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

# B.VI. <u>Notes</u>

a. The model BN.2A MARK III-1 includes an interim version not embodying Britten-Norman Ltd modification NB-M-579 (strengthened main undercarriage tubes and higher capacity wheel brakes), but embodying Britten-Norman Ltd modification NB-M-614.



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#### SECTION C: BN.2A MARK III-2

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

1.	Type/ Model/ Variant	
	1.1 Туре	BN2A Mark III Trislander
	1.2 Model	BN.2A MARK III-2
2.	Airworthiness Category	Part 23, Normal Category (see section E.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	04-03-1975
7. 8.	EASA Type Certification Date UK C.A.A. T.C.D.S. Number	See section E.I. Note 2 BA6



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C.II.	EASA Certification Basis		
1.	Reference Date for determining the applicable requirements	18 December 1970	
2.	Airworthiness Requirements	The following requirements were the basis of certification for the type design:	
		BCAR Section K – Light Aeroplanes – Issue 3, dated 1 October 1969.	
		BCAR Section J – Electrical – Issue 3, dated 15 September 1966.	
		BCAR Blue Papers:	
		377, 18 September 1969: Sub-section K7 – Operating Limitations and Information	
		402, 24 September 1969 and is amended by ARB letter reference REQ/IBL dated 25 September 1970: Flight	
		497, 18 September 1969: Miscellaneous Amendments to	
		503, 18 September 1969: Miscellaneous Amendments to Handling Requirements – Second Set	
3.	Special Conditions	CAA Special Conditions relating to the structure in document A48T.312/347 dated 26 October 1970, transmitted by ARB letter reference ABN 208 dated 18 December 1970.	
		CAA Special Condition relating to power failure warning for the rear engine contained in ARB letter reference DES/ABN208 dated 8 June 1971.	
		NOTE: For compliance with this special conditions modification NB-M-502 is included in the type design.	
4.	Exemptions	Non-compliance with the following requirements was accepted: BCAR Section K – Light Aeroplanes Issue 3 Chapter K4-4, paragraph 2.3.4 Chapter K7-2, paragraph 2.5(a)(i)	
5.	(Reserved) Deviations	None	
6.	Equivalent Safety Findings	None	
7.	Environmental Protection	ICAO Annex 16 Volume I	
		(see EASA TCDSN.A.389 for details)	
8.	Operational Suitability Certification Basis	MMEL: CS-MMEL, Initial Issue	



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

1.	Type Des	sign Definition	NB-M-610				
2.	Descripti	on	Three-engine, high wing aircraft, metallic construction, fixe landing gear, number of persons including crew not to exceed eighteen (18).			struction, fixed ew not to	
3.	Equipme	nt	Refer to Flight Manual (see section C.IV.)				
4.	Dimensio	ons	Span   53 ft   0 in   (16.15 m)     Length   49 ft   2.63 in   (15.01m)     Height   14 ft   2 in   (4.32 m)     Wing Area   337.0 sg ft   (31.31 m <sup>2</sup> )		) 2)		
5.	Engine						
	5.1.	Model	3 Avco Lyco	ming O-5	40-E4C	25	
	5.2.	Type Certificate	FAA E-295				
	5.3.	Limitations	For all opera	ation 270	0 RPM	(260hp)	
6.	Load fact	tors	Positive Negative	Flap UP , +3.30g -1.32g	/ ТО	Flap DOWN +2.0g -0g	
7.	Propelle	r	One of the following Hartzell approved propellers of the same diameter grouping (80 inch diameter as indicated suffix4 or 78 inch diameter as indicated by suffix		llers of the indicated by suffix6)		
	7.1.	Model	HC-C2YK-2B HC-C2YK-2B HC-C2YK-2C HC-C2YK-2C HC-C2YK-2C HC-C2YK-2C	/C8477-4 /C8477A /C8477-4 /C8477A /C8477A F/FC8477 UF/FC8477	-4 -4 -4 7A-4 77A-4	or6 or6 or6 or6 or6 or6	
	7.2.	Type Certificate	EASA.IM.P.1	L30			
	7.3.	Number of blades	2				
	7.4.	Diameter	80 inch diar 78 inch diar	neter as i neter as i	ndicate ndicate	ed by suffix4 or ed by suffix6	
	7.5.	Sense of Rotation	Clockwise (p	oilot's vie	w)		
8.	Fluids						
	8.1.	Fuel	91/96 octane (minimum) Avgas 100L or 100LL (Refer also to Flight Manual (see section C.IV.))		L ))		
	8.2.	Oil	Refer to Flig	ht Manua	al (see	section C.IV.)	
9.	Fluid cap 9.1.	acities Fuel	Main Tanks (Total): Total: 136.8 US Gallons (		(518 litres)		
			Usable: Tip Tanks (T Total: Usable:	otal):	1	29.8 US Gallons 59.2 US Gallons 55.2 US Gallons	(491 litres) (224 litres) (209 litres)
	9.2.	Oil (per engine)	Maximum C Minimum Sa	Dil Capacit afe Oil Lev	ty: vel:	12 US quarts 2.75 US quarts	(11.3 litres) (2.6 litres)



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10.	Air Speeds	Never Exceed Speed, V <sub>NE</sub> : Normal Operating Limit Speed, V <sub>NO</sub> : Manoeuvring Speed, V <sub>A</sub> : Flaps, Take-off, V <sub>F</sub> : Flaps, Landing, V <sub>F</sub> : Minimum Control Speed, V <sub>MC</sub> :	182 KIAS 142 KIAS 133 KIAS 133 KIAS 110 KIAS 50 KIAS	(182 KEAS) (140 KEAS) (132 KEAS) (130 KEAS) (112 KEAS)
11.	Flight Envelope	Maximum operating altitude 10000 Refer to Flight Manual (see section (		
12.	Approved Operations Capability	Refer to applicable Flight Manual and supplements (see section C.IV.)		
13.	Maximum Masses	Take-off:   10000 lb     Landing:   10000 lb     Wing Zero Fuel:   9700 lb	(4536 kg) (4536 kg) (4400 kg)	
14.	Centre of Gravity Range	Forward limit: +19.0 in at weights up to 8750 lb, then varying linearly to +20.0 in at 10000 lb. Aft limit: +25.6 in at weights up to 8750 lb, then varying linearly to +24.5 in at 10000 lb		
15.	Datum	Coincident with wing leading edge (	STN 234.5)	
16.	Control Surface Deflections	Aircraft rigged in accordance with Trislander Maintenance Manual MM/2		
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.		placed are
	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	17		
20.	Baggage/ Cargo Compartments			
	20.1. Main Compartment	Maximum intensity is 120 lb/sq.ft., b forward of the front spar frame shal and the total load aft of the rear spa exceed 1000 lb. Between spar frame shall not exceed 820 lb.	out the tota I not exceed In frame sha Is, the maxi	l load d 1500 lb, ll not mum load
		Between the rear of the pilot's seat a the load per foot run shall not excee	nd the fron d 130lb. pe	t spar frame, r foot run.
		Between the rear spar frame and the the load per foot run shall not excee	e baggage co ed 150 lb. pe	ompartment, er foot run.
	20.2. Rear Baggage Platform:	Maximum intensity is 120 lb/sq.ft., b not exceed 400 lb.	out the tota	l load shall
	20.3. Forward Baggage Bay:	ay: Maximum intensity is 120 lb/sq.ft., but the total load shall not exceed 300 lb.		



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22. (Reserved)

# C.IV. Operating and Service Instructions

1.	Flight Manual	The limitations, recommended procedures and information required are contained in the approved Flight Manuals, (Britten-Norman Limited Document FM/BN2AIII/1), with the following dates of approval and Revision (R) / Deviation (D) standards:
		Approved by ARB on 6th May 1971. (R1, D4, D5, D7, D8, D10, D12, D14, R2, R3, D21)
2.	Maintenance Manual	Document No. MM/2
3.	Maintenance Schedule	Document No. MS/2
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/2
c.v.	Operational Suitability Data	

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

#### C.VI. Notes

None.



# SECTION D: BN.2A MARK III-3

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

Type/ Model/ Variant	
1.1 Туре	BN2A Mark III Trislander
1.2 Model	BN.2A MARK III-3
Airworthiness Category	Part 23, Normal Category (see section E.I. Note 1)
Manufacturer	Britten-Norman Aircraft Ltd Bembridge Airport PO35 5PR Bembridge Isle of Wight, UK
EASA Type Certification Application Date	N/A
State of Design Authority	United Kingdom CAA
State of Design Authority Type Certificate Date	09-12-1976
EASA Type Certification Date UK C.A.A. T.C.D.S. Number	See section E.I. Note 2 BA6
	Type/ Model/ Variant 1.1 Type 1.2 Model Airworthiness Category Manufacturer EASA Type Certification Application Date State of Design Authority State of Design Authority Type Certificate Date EASA Type Certification Date UK C.A.A. T.C.D.S. Number



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D.II.	EASA Certification Basis		
1.	Reference Date for determining the applicable requirements	18 December 1970	
2.	Airworthiness Requirements	The following requirements were the basis of certificatior for the type design:	
		BCAR Section K – Light Aeroplanes – Issue 3, dated 1 October 1969.	
		BCAR Section J – Electrical – Issue 3, dated 15 September 1966.	
		BCAR Blue Papers:	
		377, 18 September 1969: Sub-section K7 – Operating	
		402, 24 September 1969 and is amended by ARB letter reference REQ/IBL dated 25 September 1970: Flight	
		497, 18 September 1969: Miscellaneous Amendments to Handling Requirements – First Set	
		503, 18 September 1969: Miscellaneous Amendments to Handling Requirements – Second Set	
3.	Special Conditions	CAA Special Conditions relating to the structure in document A48T.312/347 dated 26 October 1970, transmitted by ARB letter reference ABN 208 dated 18 December 1970.	
		CAA Special Condition relating to power failure warning for the rear engine contained in ARB letter reference DES/ABN208 dated 8 June 1971.	
		NOTE: For compliance with this special conditions modification NB-M-502 is included in the type design.	
4.	Exemptions	Non-compliance with the following requirements was accepted: BCAR Section K – Light Aeroplanes Issue 3 Chapter K4-4, paragraph 2.3.4 Chapter K7-2, paragraph 2.5(a)(i)	
5.	(Reserved) Deviations	None	
6.	Equivalent Safety Findings	None	
7.	Environmental Protection	ICAO Annex 16 Volume I	
		(see EASA TCDSN.A.389 for details)	
8.	Operational Suitability Certification Basis	MMEL: CS-MMEL, Initial Issue	



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

1.	I. Type Design Definition NB-M-881						
2.	Descripti	ion	Three-engine, high wing aircraft, metallic construction, fixed landing gear, number of persons including crew not to exceed eighteen (18).				
3.	Equipme	ent	Refer to Flight Manual (see section D.IV.)				
4.	Dimensio	ons	Span Length Height Wing Area	53 ft 49 ft 14 ft 337.0 s	0 in 2.63 2 in 5q ft	(16.15 m (15.01m) (4.32 m) (31.31 m	) 2)
5.	Engine						
	5.1.	Model	3 Avco Lyco	ming O-5	40-E40	5	
	5.2.	Type Certificate	FAA E-295				
	5.3.	Limitations	For all opera	ation 270	0 RPM	(260hp)	
6.	Load fac	tors	Positive Negative	Flap UP / TO Flap DOWN   +3.30g +2.0g   -1.32g -0g			
7.	Propelle	r	One of the following Hartzell approved propellers of the same diameter grouping (80 inch diameter as indicated H suffix4 or 78 inch diameter as indicated by suffix6) types fitted to each engine:			llers of the indicated by suffix6)	
	7.1.	Model	HC-C2YK-2B HC-C2YK-2B HC-C2YK-2C HC-C2YK-2C HC-C2YK-2C HC-C2YK-2C	/C8477-4 /C8477A /C8477-4 /C8477A /C8477A F/FC8477 UF/FC8477	-4 -4 -4 7A-4 77A-4	or6 or6 or6 or6 or6 or6	
	7.2.	Type Certificate	EASA.IM.P.1	P.130			
	7.3.	Number of blades	2				
	7.4.	Diameter	80 inch dian 78 inch dian	h diameter as indicated by suffix4 or h diameter as indicated by suffix6 wise (pilot's view)			
	7.5.	Sense of Rotation	Clockwise (p				
8.	Fluids						
	8.1.	Fuel	91/96 octane (minimum) Avgas 100L or 100LL (Refer also to Flight Manual (see section D.IV.))			- ))	
	8.2.	Oil	Refer to Flight Manual (see section D.IV.)				
9.	Fluid cap	Fluid capacities					
	9.1.	Fuel	Main Tanks Total: Usable: Tip Tanks (T Total:	(Total): otal):	1 1	36.8 US Gallons 29.8 US Gallons 59.2 US Gallons	(518 litres) (491 litres) (224 litres)
	0.2		Usable:		<b></b>		(209  litres)
	9.2.	UII (per engine)	Minimum Sa	afe Oil Lev	ty: vel:	12 US quarts 2.75 US quarts	(11.3 litres) (2.6 litres)



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10.	Air Speeds	Never Exceed Speed, $V_{NE}$ : Normal Operating Limit Speed, $V_{NO}$ : Manoeuvring Speed, $V_A$ : Flaps, Take-off, $V_F$ : Flaps, Landing, $V_F$ : Minimum Control Speed, Vac:	182 KIAS 142 KIAS 133 KIAS 133 KIAS 110 KIAS	(182 KEAS) (140 KEAS) (132 KEAS) (130 KEAS) (112 KEAS)
11.	Flight Envelope	Maximum control speed, $v_{MC}$ . So KIAS Maximum operating altitude 10000ft 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:10000 lbLanding:10000 lbWing Zero Fuel:9700 lb	(4536 kg) (4536 kg) (4400 kg)	
14.	Centre of Gravity Range	Forward limit: +19.0 in at weights up to 8750 lb, then varying linearly to +20.0 in at 10000 lb. Aft limit: +25.6 in at weights up to 8750 lb, then varying linearly to +24.5 in at 10000 lb.		
15.	Datum	Coincident with wing leading edge (STN 234.5)		
16.	Control Surface Deflections	Aircraft rigged in accordance with Trislander Maintenance Manual MM/2		
17.	Levelling Means			
	17.1. Fore and Aft:	Holes for datum pins on which straig located on the left side of the centre	ght edge is p e fuselage.	placed are
	17.2. Lateral:	By lateral levelling marks located on on the main spar.	the upper v	wing surface
18.	Minimum Flight Crew	1 (Pilot)		
19.	Maximum Passenger Seating Capacity	17		
20.	Baggage/ Cargo Compartments			
	20.1. Main Compartment	Maximum intensity is 120 lb/sq.ft., b forward of the front spar frame shal and the total load aft of the rear spa exceed 1000 lb. Between spar frame shall not exceed 820 lb.	out the tota I not exceed In frame sha Ps, the maxi	l load d 1500 lb, Ill not mum load
		Between the rear of the pilot's seat a the load per foot run shall not excee	nd the from d 130lb. pe	t spar frame, r foot run.
		Between the rear spar frame and the the load per foot run shall not excee	e baggage co ed 150 lb. pe	ompartment, er foot run.
	20.2. Rear Baggage Platform:	Maximum intensity is 120 lb/sq.ft., b not exceed 400 lb.	out the tota	l load shall
	20.3. Forward Baggage Bay:	Maximum intensity is 120 lb/sq.ft., k not exceed 300 lb.	out the tota	l load shall



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22. (Reserved)

# D.IV. Operating and Service Instructions

1.	Flight Manual	The limitations, recommended procedures and information required are contained in the approved Flight Manuals, (Britten-Norman Limited Document FM/BN2AIII/1), with the following dates of approval and Revision (R) / Deviation (D) standards:
		Approved by ARB on 6th May 1971. (R1, D4, D5, D7, D8, D10, D12, D14, R2, D18, R3, D22)
2.	Maintenance Manual	Document No. MM/2
3.	Maintenance Schedule	Document No. MS/2
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/2
D.V.	Operational Suitability Data	

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

# D.VI. Notes

None.



#### SECTION E: DATA PERTINENT TO ALL MODELS

#### E.I. <u>Notes</u>

- Note 1: This EASA TCDS is based on the original UK C.A.A. T.C.D.S. BA6 Issue 7. The mentioned models and variants were transferred to EASA under the provisions of Commission Regulation 1702/2003.
- Note 2: The original CAA UK TCDS BA6 used the term "Certification Category" for operational classifications against British rules as follows: Transport Category (Passenger).
- Note 3: Eligibility:

Batches of significant component parts under the following construction numbers have not been released to service by the Aircraft Manufacturer: 1038, 1062, 1064, 1066, 1067, 1068, 1069, 1070 and 1071. Aircraft constructed from these parts are therefore not eligible for inclusion on this type certificate data sheet.

#### Note 4: FAA Certification:

In accordance with the agreement between the United States of America and the United Kingdom relating to reciprocal validation of export certificates of airworthiness, the compliance of the type design with additional requirements has also been assessed on the following basis.

- 1. CAA requirements for British Certification listed under A.II, B.II, C.II and D.II.
  - NOTE: The items of non-compliance shown previously under A.II, B.II, C.II and D.II were accepted as not invalidating compliance with any comparable FAA requirement.
- 2. The paper which was published by FAA entitled 'FAA Additional Requirements for UK Airplanes, 12,500 lb or less Maximum Weight', dated 13th January 1970, subsequently issued by CAA as VA Note 5.
- 3. FAR 23 Section 23.1529 effective 5th February 1970 (amended 23-8) and Sections 23.1441, 23.1443, 23.1447 and 23.1449 effective 17th June 1970 (amendment 23-9).
- 4. FAR 135 Appendix A effective 19th July 1970.
- 5. FAA Special Conditions number 23-35-EU-7, issued 4th August 1971 (Docket No. 11290).
  - NOTE: For compliance with items 4 and 5 above, modifications NB-M-501, NB-M-502 and NB-M-508 are included in the type design. An acceptable type design standard when compliance with FAR 135 Section 135.144 (i.e. Appendix A of Part 135) is not required, is the current BN.2A.Mark III basic design plus modification NB-M-510 only (NB-M-501, NB-M-502 and NB-M-508 are not included).
- Note 5: 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.389 Issue 1 dated 23 November 2020 which was the current EASA version at 31 December 2020, and resumed the State of Design responsibilities for the BN2A Mark III Trislander Series aircraft with effect from 01 January 2021. The corresponding UK TCDS is UK.TC.A.00043
- Note 6: 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



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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 7: 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.



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#### 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 Ltd

Bembridge Airport PO35 5PR Bembridge Isle of Wight, UK

# **BN Group Limited**

The Airport, Bembridge, Isle of Wight PO35 5PR

# III. Change Record

Issue	Date	Changes	TC Issue No. & Date
01	23 Nov. 2020	Initial Issue of the EASA TCDS derived from the UK TCDS no. BA6	23 Nov. 2020
02	05 August 2024	Cover page – TCH changed. Section E – note 5 and 6 introduced. Section Administrative – TCH record updated.	05 Aug 2024
03	17 Feb. 2025	Prefix "IM" for "imported" integrated in the TCDS number and Note 7 added in section E. TC reissued.	17 Feb. 2025

#### -END-



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