CIVIL AVIATION AUTHORITY
UNITED KINGDOM

BA4
Issue 11
SEPTEMBER 2000
HANDLEY PAGE
HP 137 JETSTREAM MARK 1
AND
SCOTTISH AVIATION
JETSTREAM SERIES 200

TYPE CERTIFICATE DATA SHEET No. BA4

This data sheet is a part of CAA Type Certificate No. BA4 and gives the basis upon which the Certificate was issued, together with other information to define the product.

Type Design Organisation: BAE SYSTEMS (Operations) Ltd
Prestwick International Airport
Ayrshire
Scotland
KA9 2RW

Type to which the Certificate relates: Jetstream

Approved variants:

Mark 1 with the modification stated: as defined by modification 1200 (or modification 5025), was approved to ARB (now CAA) certification basis on 28 March 1969;

as defined by modification 1200 (or modification 5025), was approved to FAA certification basis on 5 April 1969;

as defined by modification 5034, was approved to SGAC certification basis on 3 January 1972.

Series 200 with the modifications stated: as defined by modification 6000 (or modification 6050), was approved to CAA certification basis on 21 November 1972;

as defined by modification 6000, was approved to FAA certification basis on 17 May 1977.

CERTIFICATION BASIS

The following requirements were the basis of certification of the type design:

(a) CAA requirements for British Certification

Mk 1:

BCAR Section D Chapter D3-7 dated 1 November 1963.

BCAR Section J Issue 3 dated 15 September 1966.

BCAR Section K Issue 2 dated 21 March 1967 and CAA Blue Papers 373, 376, 426, 467 (those parts appropriate to normal performance) and CAA Working Draft Papers 377, 402, 452.

Except that Chapters K3-5 and K4-5 are replaced by Chapters D3-5 and D4-5 of BCAR Section D Issue 8 dated 1 February 1966.

Series 200:

BCAR Section D Chapter D3-7 dated 1 November 1963.

BCAR Section J Issue 3 dated 15 September 1966.

BCAR Section K Issue 3 dated 1 October 1969 and CAA Blue Papers 377, 402, 452, 470, 497, 503, 511, 514, 515, 516, 525 and 526.

Except that Chapters K3-4, K3-5 and K4-5 are replaced by Chapters D3-4, D3-5 and D4-5 of BCAR Section D Issue 8 dated 1 February 1966, and Chapter K1-1, paragraph 2 is replaced by Section K Issue 4 Chapter K1-1, paragraph 2.

The design does not comply with the following requirements:-

Mk 1 and Series 200:

BCAR Chapter J3-3, paragraph 6.1
BCAR Chapter K2-4, paragraph 2.6(a)
BCAR Chapter K2-8, paragraph 3.1.4

and the basis of acceptance for the Mk 1 was stated by ARB (now CAA) in a letter to the applicant dated 20 March 1969 under reference AHR 1301 and for the Series 200 by CAA in letters to the applicant dated 21 June 1972 under reference AHR 1301, 3 August 1972 under reference AP.AHR 1308 and 4 June 1974 under reference FL.AHR 1302.

(b) FAA Certification

Mk 1 and Series 200:

FAR 23 effective 1 February 1965 including amendments 23-1 through 23-3 and the Special Conditions of which the United Kingdom was notified by the US Federal Aviation Administration on 30 October 1967.

(c) SGAC Certification

Mk 1:

The Special Conditions of which ARB (now CAA) was notified by the Secretariat General a l'Aviation Civile on 3 December 1971 under reference DTA/M 6789.

FLIGHT MANUAL

The limitations, recommended procedures and information required are contained in the following Flight Manuals:

Mk 1:

For Certification in the UK:	Document HP.4.2 approved by ARB (now CAA) on 31 March 1969.
For Certification in the USA:	Document HP.4.3 approved by ARB (now CAA) on 1 April 1969.
For Certification in France:	Document HP.4.3 approved by ARB (now CAA) on 1 April 1969 embodying particular amendment P/1 approved by ARB (now CAA) on 31 December 1971 and ARB (now CAA) Supplements 10 and 11.

Series 200:

For Certification in the UK: Document HP.4.7 approved by CAA on 21 November 1972.

For Certification in the USA: Document HP 4.8 approved by CAA on 22 September 1976.

AIRWORTHINESS CATEGORY

Mk 1 and Series 200:

UK: Transport category (passenger)

USA: Normal category

Mk 1:

France: Normal category (public transport of passengers TPP 2 and private).

PERFORMANCE GROUP

UK: Group C

MINIMUM CREW

One pilot

MAXIMUM NUMBER OF OCCUPANTS

Mk 1 and Series 200:

To British legislation: Not more than 21 occupants including crew.

NOTE: When the Flight Manual of an aircraft permits the carriage of more than 19 occupants an approved emergency lighting system such as modification 2014 must be installed as required by ANO 5th Schedule Scale G (iii) (a) when that aircraft is flown at night for public transport.

To US and French legislation: Not more than 20 occupants including 2 crew.

NOTE: This number is the maximum limited by emergency evacuation regulations.

POWER-UNITS

Mk 1:

Two Turbomeca Astazou XIVC or XIVC1 engines each fitted with a Hamilton Standard Type 23LF-335 propeller.

NOTE: 1 These engines are inter-changeable.

2 For French certification, both engines installed must include changes defined by Turbomeca modification TU 78 and SAL modification 1331.

Two Turbomeca Astazou XVIF1 engines each fitted with a Hamilton Standard Type 23LF-371 propeller.

Series 200:

Two Turbomeca Astazou XV1C1 or XVIF engines each fitted with a Hamilton Standard Type 23LF-371 propeller.

NOTE: These engines are not inter-changeable.

FUEL CAPACITY

The capacity of the fuel tanks, in Imp. Gallons, is as follows:

Tank	Usable	Unusable	Total
RH wing LH wing	192 192	1 1	193 193
Total	384	2	386

OIL CAPACITY

The capacity of each engine oil system is 1.75 Imp. gallons.

MAXIMUM WEIGHTS

Mk 1:

Maximum take-off and landing weight	12,500 lb (5670 kg)
Maximum zero wing fuel weight	12,250 lb (5556 kg)

Series 200:

Maximum take-off and landing weight	12,566 lb (5700 kg)
Maximum zero wing fuel weight	12,250 lb (5556 kg)

NUMBER OF WHEELS AND MAXIMUM TYRE PRESSURES

Number of wheels in the nose-wheel unit		2
Number of main-wheel units		2
Number of wheels in each main-wheel unit		1
Maximum tyre pressures:	Nose wheels	38 lbf/in^2
	Main wheels	55 lbf/in^2

- END -