

**Civil Aviation Authority  
United Kingdom**



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**TYPE-CERTIFICATE DATA SHEET FOR NOISE**

**UK.TC.A.00042**

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

Model(s): BN2, BN2A, A-2, A-3, A-6, A-8, -9, -20, -21, -26, -27  
BN2B-20, -21, -26, -27  
BN2T  
BN2T-2, -2R  
BN2T-4R, -4S

Issue: 2

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Type Designation	Airframe Modification	MTOW (kg)	Engine	Engine Modification	Muffler	Propeller	Regulation Ed./Amend. Chapter	Level dB(A)	Limit dB(A)	Notes	Record Number
BN2	None	2,585	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-4	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C14477
BN2A	None	2,722	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-4	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10558
BN2A	None	2,722	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-6	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10559
BN2A	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-4	Annex 16/I Chapter 6	75.4	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C454
BN2A	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-6	Annex 16/I Chapter 6	74.0	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C460
BN2A-1	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-4	Annex 16/I Chapter 6	75.4	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C455

Type Designation	Airframe Modification	MTOW (kg)	Engine	Engine Modification	Muffler	Propeller	Regulation Ed./Amend. Chapter	Level dB(A)	Limit dB(A)	Notes	Record Number
BN2A-1	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-6	Annex 16/I Chapter 6	74.0	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C461
BN2A-2	None	2,858	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-4	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10562
BN2A-2	None	2,858	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-6	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10563
BN2A-2	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-4	Annex 16/I Chapter 6	75.8	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C466
BN2A-2	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-6	Annex 16/I Chapter 6	75.3	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C468
BN2A-20	None	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10564

Type Designation	Airframe Modification	MTOW (kg)	Engine	Engine Modification	Muffler	Propeller	Regulation Ed./Amend. Chapter	Level dB(A)	Limit dB(A)	Notes	Record Number
BN2A-20	None	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10565
BN2A-20	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I Chapter 6	76.7	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C470
BN2A-20	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I Chapter 6	76.3	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C472
BN2A-21	None	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10566
BN2A-21	None	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10567
BN2A-21	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I Chapter 6	76.7	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C471

Type Designation	Airframe Modification	MTOW (kg)	Engine	Engine Modification	Muffler	Propeller	Regulation Ed./Amend. Chapter	Level dB(A)	Limit dB(A)	Notes	Record Number
BN2A-21	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I Chapter 6	76.3	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C473
BN2A-26	None	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10568
BN2A-26	None	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10569
BN2A-26	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I Chapter 6	76.6	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C474
BN2A-26	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I Chapter 6	75.2	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C488
BN2A-27	None	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10570

Type Designation	Airframe Modification	MTOW (kg)	Engine	Engine Modification	Muffler	Propeller	Regulation Ed./Amend. Chapter	Level dB(A)	Limit dB(A)	Notes	Record Number
BN2A-27	None	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10571
BN2A-27	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I Chapter 6	76.6	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C475
BN2A-27	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I Chapter 6	75.2	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C489
BN2A-3	None	2,858	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-4	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10572
BN2A-3	None	2,858	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-6	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10573
BN2A-3	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-4	Annex 16/I Chapter 6	75.8	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C467

Type Designation	Airframe Modification	MTOW (kg)	Engine	Engine Modification	Muffler	Propeller	Regulation Ed./Amend. Chapter	Level dB(A)	Limit dB(A)	Notes	Record Number
BN2A-3	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-6	Annex 16/I Chapter 6	75.3	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C469
BN2A-6	None	2,812	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-4	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10574
BN2A-6	None	2,812	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-6	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10575
BN2A-6	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-4	Annex 16/I Chapter 6	75.4	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C456
BN2A-6	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-6	Annex 16/I Chapter 6	74.0	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C462
BN2A-7	None	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-4	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10576



Type Designation	Airframe Modification	MTOW (kg)	Engine	Engine Modification	Muffler	Propeller	Regulation Ed./Amend. Chapter	Level dB(A)	Limit dB(A)	Notes	Record Number
BN2A-7	None	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-6	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10577
BN2A-7	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-4	Annex 16/I Chapter 6	75.4	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C457
BN2A-7	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477A-6	Annex 16/I Chapter 6	74.0	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C463
BN2A-8	None	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10578
BN2A-8	None	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10579
BN2A-8	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I Chapter 6	75.4	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C458

Type Designation	Airframe Modification	MTOW (kg)	Engine	Engine Modification	Muffler	Propeller	Regulation Ed./Amend. Chapter	Level dB(A)	Limit dB(A)	Notes	Record Number
BN2A-8	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I Chapter 6	74.0	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C464
BN2A-9	None	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10580
BN2A-9	None	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10581
BN2A-9	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I Chapter 6	75.4	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C459
BN2A-9	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,858	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I Chapter 6	74.0	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C465
BN2B-20	None	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)(B)-4	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10582

Type Designation	Airframe Modification	MTOW (kg)	Engine	Engine Modification	Muffler	Propeller	Regulation Ed./Amend. Chapter	Level dB(A)	Limit dB(A)	Notes	Record Number
BN2B-20	None	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)(B)-6	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10583
BN2B-20	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)(B)-4	Annex 16/I Chapter 6	76.7	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C478
BN2B-20	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)(B)-6	Annex 16/I Chapter 6	76.3	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C480
BN2B-20	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C3YR-2UF/FC8468-8R	Annex 16/I Chapter 6	76.3	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C482
BN2B-20	NB-M-1090, NB-M-1155 Appendices 4 & 6 Highest power in the normal operating range set to 2500rpm at full throttle, Camera floor modification.	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)(B)-4	Annex 16/I Chapter 6	77.1	80.0	None	C484
BN2B-20	NB-M-1090, NB-M-1155 Appendices 4 & 6 Highest power in the normal operating range set to 2500rpm at full throttle, Camera floor modification.	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)(B)-6	Annex 16/I Chapter 6	76.7	80.0	None	C485
BN2B-20	NB-M-1090, NB-M-1562 (NB-M-1232, NB-M-1564) Highest power in the normal operating range set to 2500rpm at full throttle, Omnibus modification including de-icing modification and LEO400 SPIR/SPTV.	2,957	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)(B)-6	Annex 16/I Chapter 6	76.3	80.0	None	C487
BN2B-20	NB-M-1772 Installation of Hartzell scimitar propeller, maximum take-off power set to 2625rpm at full throttle.	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C3YR-2UF/FC7693F	Annex 16/I Chapter 10 (10.4a)	88.0	88.0	None	C9970

Type Designation	Airframe Modification	MTOW (kg)	Engine	Engine Modification	Muffler	Propeller	Regulation Ed./Amend. Chapter	Level dB(A)	Limit dB(A)	Notes	Record Number
BN2B-20	UK CAA AAN 16671	2,976	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)(B)-6	Annex 16/I Chapter 6	77.7	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C498
BN2B-21	None	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10584
BN2B-21	None	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I Chapter 6	77.8	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C499
BN2B-21	None	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10585
BN2B-21	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I Chapter 6	76.7	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C479
BN2B-21	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I Chapter 6	76.3	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C481
BN2B-21	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C3YR-2UF/FC8468-8R	Annex 16/I Chapter 6	76.3	80.0	None	C483

Type Designation	Airframe Modification	MTOW (kg)	Engine	Engine Modification	Muffler	Propeller	Regulation Ed./Amend. Chapter	Level dB(A)	Limit dB(A)	Notes	Record Number
BN2B-21	NB-M-1772 Installation of Hartzell scimitar propeller, maximum take-off power set to 2625rpm at full throttle.	2,994	Lycoming IO-540-K1B5	None	None	Hartzell Propeller Inc. HC-C3YR-2UF/FC7693F	Annex 16/I Chapter 10 (10.4a)	88.0	88.0	None	C9971
BN2B-26	None	2,812	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I Chapter 6	77.7	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C500
BN2B-26	None	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C8999
BN2B-26	None	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I	n/a	n/a	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C10586
BN2B-26	None	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C3YR-2UF/FC8468-8R	Annex 16/I Chapter 6	79.7	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C504
BN2B-26	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I Chapter 6	76.6	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C476
BN2B-26	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I Chapter 6	75.2	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C490

Type Designation	Airframe Modification	MTOW (kg)	Engine	Engine Modification	Muffler	Propeller	Regulation Ed./Amend. Chapter	Level dB(A)	Limit dB(A)	Notes	Record Number
BN2B-26	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2CUF/FC8477AB-4	Annex 16/I Chapter 6	76.6	80.0	None	C9973
BN2B-26	NB-M-1090, NB-M-1232 Highest power in the normal operating range set to 2500rpm at full throttle, De-icing modification.	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I Chapter 6	76.9	80.0	None	C493
BN2B-26	NB-M-1090, NB-M-1232 Highest power in the normal operating range set to 2500rpm at full throttle, De-icing modification.	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I Chapter 6	75.5	80.0	None	C492
BN2B-26	NB-M-1090, NB-M-1232, NB-M-754, NB-M-755, NB-M-941 Highest power in the normal operating range set to 2500rpm at full throttle, De-icing modification, Military pylon assembly modification, Hard carrier modification, Under-wing fuel tank modification.	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I Chapter 6	77.8	80.0	None	C495
BN2B-26	NB-M-1090, NB-M-1232, NB-M-754, NB-M-755, NB-M-941 Highest power in the normal operating range set to 2500rpm at full throttle, De-icing modification, Military pylon assembly modification, Hard carrier modification, Under-wing fuel tank modification.	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I Chapter 6	76.4	80.0	None	C494
BN2B-26	NB-M-1090, NB-M-1477 (NB-M-1232, NB-M-1385) Highest power in the normal operating range set to 2500rpm at full throttle, Omnibus modification including de-icing and sliding door modifications.	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I Chapter 6	75.6	80.0	None	C496
BN2B-27	None	2,885	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I Chapter 6	78.2	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C501
BN2B-27	None	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C3YR-2UF/FC8468-8R	Annex 16/I Chapter 6	79.7	80.0	This aircraft type conforms with the provisions of Article 9.2 of UK Reg (EU) 2018/1139, as amended by the Aviation Safety (Amendment) Regulations 2022, without the need to comply with the Standards of ICAO Annex 16, Volume I, by virtue of the date of type certification. However individual examples of this type which were first issued with a certificate of airworthiness on or after 1 January 1980 are required to demonstrate compliance with the Standards of ICAO Annex 16, Volume I, Chapter 6.	C505
BN2B-27	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-4	Annex 16/I Chapter 6	76.6	80.0	None	C477
BN2B-27	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	2,994	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)(C)8477(A)-6	Annex 16/I Chapter 6	75.2	80.0	None	C491

Type Designation	Airframe Modification	MTOW (kg)	Engine	Engine Modification	Muffler	Propeller	Regulation Ed./Amend. Chapter	Level dB(A)	Limit dB(A)	Notes	Record Number
BN2T	None	2,994	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC8475FK-6	Annex 16/1 Chapter 6	68.2	80.0	None	C513
BN2T	None	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC8475FK-6	Annex 16/1 Chapter 6	69.5	80.0	None	C515
BN2T	NB-M-1155 Appendices 7 & 10 Camera floor modification.	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5/FC8475-6	Annex 16/1 Chapter 6	69.7	80.0	None	C521
BN2T	NB-M-1155 Appendices 7 & 10 Camera floor modification.	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC8475F-6	Annex 16/1 Chapter 6	69.7	80.0	None	C522
BN2T	NB-M-1220, NB-M-1155, NB-M-1482 De-icing boot modification, Camera floor modification, ALQ144 modification.	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5/FC8475-6	Annex 16/1 Chapter 6	70.0	80.0	None	C529
BN2T	NB-M-1220, NB-M-1155, NB-M-1482 De-icing boot modification, Camera floor modification, ALQ144 modification.	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC8475F-6	Annex 16/1 Chapter 6	70.0	80.0	None	C530
BN2T	NB-M-1226, NB-M-1255 CP 2517 radar installation.	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5/FC8475-6	Annex 16/1 Chapter 6	70.2	80.0	None	C517
BN2T	NB-M-1226, NB-M-1255 CP 2517 radar installation.	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC8475F-6	Annex 16/1 Chapter 6	70.2	80.0	None	C518
BN2T	NB-M-1226, NB-M-1255 CP 2517 radar installation.	3,493	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5/FC8475-6	Annex 16/1 Chapter 6	74.0	80.0	None	C519
BN2T	NB-M-1226, NB-M-1255 CP 2517 radar installation.	3,493	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC8475F-6	Annex 16/1 Chapter 6	74.0	80.0	None	C520
BN2T	NB-M-877, NB-M-1385, NB-M-1220 Radome nose modification, Sliding door modification, De-icing boot modification.	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5/FC8475-6	Annex 16/1 Chapter 6	69.6	80.0	None	C523
BN2T	NB-M-877, NB-M-1385, NB-M-1220 Radome nose modification, Sliding door modification, De-icing boot modification.	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC8475F-6	Annex 16/1 Chapter 6	69.6	80.0	None	C524
BN2T	NB-M-877, NB-M-1385, NB-M-1220, NB-M-1433 Radome nose modification, Sliding door modification, De-icing boot modification, FLIR modification.	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5/FC8475-6	Annex 16/1 Chapter 6	70.4	80.0	None	C525
BN2T	NB-M-877, NB-M-1385, NB-M-1220, NB-M-1433 Radome nose modification, Sliding door modification, De-icing boot modification, FLIR modification.	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC8475F-6	Annex 16/1 Chapter 6	70.4	80.0	None	C526
BN2T	NB-M-877, NB-M-1385, NB-M-1220, NB-M-1433, NB-M-754, NB-M-755, NB-M-941 Radome nose modification, Sliding door modification, De-icing boot modification, FLIR modification, Underwing fuel tank modifications.	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5/FC8475-6	Annex 16/1 Chapter 6	70.4	80.0	None	C527
BN2T	NB-M-877, NB-M-1385, NB-M-1220, NB-M-1433, NB-M-754, NB-M-755, NB-M-941 Radome nose modification, Sliding door modification, De-icing boot modification, FLIR modification, Underwing fuel tank modifications.	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC8475F-6	Annex 16/1 Chapter 6	70.4	80.0	None	C528

Type Designation	Airframe Modification	MTOW (kg)	Engine	Engine Modification	Muffler	Propeller	Regulation Ed./Amend. Chapter	Level dB(A)	Limit dB(A)	Notes	Record Number
BN2T	NB-M-877, NB-M-1385, NB-M-1433 Radome nose modification, Sliding door modification, FLIR modification.	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5/FC8475-6	Annex 16/I Chapter 6	70.1	80.0	None	C531
BN2T	NB-M-877, NB-M-1385, NB-M-1433 Radome nose modification, Sliding door modification, FLIR modification.	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC8475F-6	Annex 16/I Chapter 6	70.1	80.0	None	C532
BN2T	NB-M-2067 MTOW increase	3,266	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC8475FK-6	Annex 16/I Chapter 6	74.0	80.0	None	G14495
BN2T	NB-M-877, NB-M-1385, NB-M-941 Radome nose modification, Sliding door modification, Under-wing fuel tank modification.	3,175	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC8475F-6	Annex 16/I Chapter 6	70.5	80.0	None	C533
BN2T-2	None	3,855	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC8475FK-6	Annex 16/I Chapter 10 (10.4a)	82.0	88.0	None	C12109
BN2T-2R	None	3,855	Allison 250-B17C	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC8475FK-6	Annex 16/I Chapter 10 (10.4a)	82.2	88.0	None	C12110
BN2T-4R	None	3,855	Allison 250-B17F/1	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC7818K	Annex 16/I Chapter 10 (10.4a)	79.8	88.0	None	C50
BN2T-4S	None	3,855	Allison 250-B17F/1	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC7818K	Annex 16/I Chapter 10 (10.4a)	80.0	88.0	Also applicable to aircraft fitted with AMT-1800 Satcom antenna iaw NB-M-2108	C51
BN2T-4S	None	4,048	Allison 250-B17F/1	None	None	Hartzell Propeller Inc. HC-C3YF-5F/FC7818K	Annex 16/I Chapter 10 (10.4a)	80.8	88.0	None	G14548



## Administration

### I. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
dB(A)	Maximum A-weighted noise level
Ed./Amend.	Edition/Amendment
MTOW	Maximum take-off weight
Regulation Annex 16/I	ICAO Annex 16 Volume I
TCDSN	Type Certificate Datasheet for Noise

### II. Type Certificate Holder Record

TCH Record	Period
Britten-Norman Aerospace Ltd Commodore House Mountbatten Business Centre Millbrook Road East Southampton SO15 1HY United Kingdom	Present
Britten-Norman Aircraft Ltd. Commodore House Mountbatten Business Centre Millbrook Road East Southampton SO15 1HY United Kingdom	Until 13 March 2024

### III. Amendment Record

TCDSN Issue No.	TCDSN Issue Date	Changes	TC Issue and Date
1	05 September 2022	Initial	Issue 1 05 September 2022
2	15 March 2024	Type certificate transferred from Britten-Norman Aircraft Ltd (UK.21J.0138) to Britten-Norman Aerospace Ltd (UK.21J.1019). Added Record G14548.	Issue 2 15 March 2024