

**Civil Aviation Authority  
United Kingdom**



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**TYPE-CERTIFICATE DATA SHEET FOR NOISE**

**UK.TC.A.00043**

for

**BN2A Mark III Trislander Series Aircraft**

Type Certificate holder

**Britten-Norman Aerospace Ltd.**

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

Model(s): BN.2A MARK III  
BN.2A MARK III-1  
BN.2A MARK III -2  
BN.2A MARK III -3

Issue: 2

Date of issue: 15 March 2024

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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
BN.2A MARK III	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	4,241	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)C8477(A)-4	Annex 16 Chapter 6	78.8	80.0	This aircraft type conforms with the provisions of Article 9.2 of Regulation 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.	C14414
BN.2A MARK III	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	4,241	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)C8477(A)-6	Annex 16 Chapter 6	78.0	80.0	This aircraft type conforms with the provisions of Article 9.2 of Regulation 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.	C14415
BN.2A MARK III-1	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	4,457	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)C8477(A)-4	Annex 16 Chapter 6	79.9	80.0	This aircraft type conforms with the provisions of Article 9.2 of Regulation 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.	C14412
BN.2A MARK III-1	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	4,457	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)C8477(A)-6	Annex 16 Chapter 6	79.1	80.0	This aircraft type conforms with the provisions of Article 9.2 of Regulation 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.	C14413
BN.2A MARK III-1	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	4,536	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)C8477(A)-4	Annex 16 Chapter 6	79.9	80.0	This aircraft type conforms with the provisions of Article 9.2 of Regulation 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.	C534

Type Designation	Airframe Modification	MTOW (kg)	Engine	Engine Modification	Muffler	Propeller	Regulation Ed./Amend. Chapter	Level dB(A)	Limit dB(A)	Notes	Record Number
BN.2A MARK III-1	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	4,536	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)C8477(A)-6	Annex 16 Chapter 6	79.1	80.0	This aircraft type conforms with the provisions of Article 9.2 of Regulation 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.	C537
BN.2A MARK III-2	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	4,536	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)C8477(A)-4	Annex 16 Chapter 6	79.9	80.0	This aircraft type conforms with the provisions of Article 9.2 of Regulation 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.	C535
BN.2A MARK III-2	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	4,536	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)C8477(A)-6	Annex 16 Chapter 6	79.1	80.0	This aircraft type conforms with the provisions of Article 9.2 of Regulation 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.	C538
BN.2A MARK III-3	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	4,536	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)C8477(A)-4	Annex 16 Chapter 6	79.9	80.0	This aircraft type conforms with the provisions of Article 9.2 of Regulation 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.	C536
BN.2A MARK III-3	NB-M-1090 Highest power in the normal operating range set to 2500rpm at full throttle.	4,536	Lycoming O-540-E4C5	None	None	Hartzell Propeller Inc. HC-C2YK-2(B)(C)(U)(F)/(F)C8477(A)-6	Annex 16 Chapter 6	79.1	80.0	This aircraft type conforms with the provisions of Article 9.2 of Regulation 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.	C539

## 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).	Issue 2 15 March 2024