

**Civil Aviation Authority
United Kingdom**



TYPE-CERTIFICATE DATA SHEET

UK.TC.A.00042

for

BN2 Islander Series Aircraft

Type Certificate Holder

Britten-Norman Aerospace Ltd

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Southampton
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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

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Section 1 General

I. General (All Models)

This Type-Certificate Data Sheet (TCDS) is the concise definition of the type-certificated product accepted and approved by the CAA in the UK for the affected types and models.

This TCDS includes:

1. Details of the type design that affect the TCDS that have been approved or accepted by the CAA in the UK since 01 January 2021.
2. Details of the type design that affected the TCDS and were approved or accepted by EASA before 01 January 2021, and were incorporated into EASA TCDS.A.388 at Issue 2 dated 23 November 2020 and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

II. Explanatory Notes

1. History of State of Design Responsibility and Type Certificate

The BN2 Islander Series aircraft was originally certificated by the UK CAA as State of Design. The early models (BN2, BN2A, BN2A-2, BN2A-3, BN2A-6) were certificated under Airworthiness Approval Notes as specified in Section 2.1.6.

The subsequent models were certificated under the UK Type Certificate BA8 (and associated TCDS).

Under the provisions of EU Commission Regulation 1702/2003 which established a new certification system under the authority of EASA as State of Design, the State of Design responsibilities transferred to EASA from the UK CAA. EASA created TC EASA.A.388 (and associated TCDS and TCDSN) on 08 November 2011, superseding the UK CAA Type Certificated BA8.

The UK withdrew from the European Union on 31 January 2020. Under the terms of the UK-EU Trade and Cooperation Agreement, Annex 30, Article 15, the UK CAA accepted the EASA TCDS EASA.A.388 Issue 2 dated 23 November 2020 which was the current EASA version at 31 December 2020, and resumed the State of Design responsibilities for the BN2 Islander Series aircraft with effect from 01 January 2021.

The UK CAA has issued a new State of Design Type Certificate (UK.TC.A.00042) and associated TCDS (this document) and TCDS for Noise. This TCDS is based on the EASA TCDS EASA.A.388 Issue 2 dated 23 November 2020 (the version that was current at 31 December 2020) and incorporates changes to reflect the resumption of State of Design activities by the UK CAA and details of the type design that affect the TCDS that have been approved or accepted by the UK CAA in the UK since 01 January 2021.

Britten-Norman Aircraft Ltd (UK.21J.0138) transferred its design activities to the legal entity Britten-Norman Aerospace Ltd (UK.21J.1019) on 15 March 2024. The Type Certificate and major change design approvals issued before 15 March 2024 to Britten-Norman Aircraft Ltd for these models are transferred to Britten-Norman Aerospace Ltd.

2. Airworthiness Category

The original CAA UK TCDS BA8 used the term "Certification Category" for operational classifications against British rules as follows: Transport Category (Passenger) except for BN2T-2R and BN2T-4R which are Aerial Work Category.

Upon creation of EASA.A.388 Issue 1, EASA categorised the BN2 Islander Series aircraft as "Part 23, Normal Category". This Airworthiness Category was retained.

Following a UK CAA review of historical Airworthiness Approval Notes (AAN) it was identified that the BN2T-4S was approved via AAN 24434 Addendum 2 for fitment of seating for 10 passengers (in addition to that for 2 pilot). The type certification basis for the aircraft (BCAR) does not define a seating limit like Part 23 / CS 23. The UK CAA reverts the airworthiness category from Part 23 Normal Category to Transport Category (Passenger) as this aligns with the classification of the certification basis. This classification is equivalent to Part 23 / CS23 Normal or Commuter Category.

Section 2 BN2A and BN2B

I. General

1. Type / Variant or Model

a) Type: BN2 Islander Series Aircraft

- b) Model: BN2
- BN2A
- BN2A-2
- BN2A-3
- BN2A-6
- BN2A-8
- BN2A-9
- BN2A-20
- BN2A-21
- BN2A-26
- BN2A-27

- BN2B-20
- BN2B-21
- BN2B-26
- BN2B-27

c) Variant: N/A

2. Airworthiness Category

Part 23, Normal Category (see Section 1.II.2)

3. Manufacturer

Britten-Norman Aerospace Ltd
Bembridge Airport
Bembridge
Isle of Wight PO35 5PR
UK

4. State of Design Authority

United Kingdom CAA

5. Original Type Certificate Date

BN2	14 August 1967
BN2A	31 July 1968
BN2A-2	01 June 1970
BN2A-3	22 January 1971
BN2A-6	26 June 1970
BN2A-8	13 July 1972
BN2A-9	25 May 1972
BN2A-20	16 July 1973
BN2A-21	07 December 1973
BN2A-26	07 June 1974
BN2A-27	16 August 1974
BN2B-20	09 October 1979
BN2B-21	10 December 1979
BN2B-26	02 April 1979
BN2B-27	02 April 1979

6. Original UK CAA (State of Design) TCDS Number

(See Section 1.II.1 for explanatory notes)

BN2	AAN 9405.1
BN2A	AAN 10101 (6,000lb)
	AAN 10752 (6,300lb)
BN2A-2	AAN 10918
BN2A-3	AAN 10992
BN2A-6	AAN 11105
BN2A-8	UK BA8
BN2A-9	UK BA8
BN2A-20	UK BA8
BN2A-21	UK BA8
BN2A-26	UK BA8
BN2A-27	UK BA8
BN2B-20	UK BA8
BN2B-21	UK BA8
BN2B-26	UK BA8
BN2B-27	UK BA8

II. Certification Basis

1. Reference Date for determining the applicable requirements

17 September 1964

2. Airworthiness Requirements

The following requirements were the basis of certification of the BN2A and BN2B type design:

BCAR Section D – Aeroplanes – Issue 6, dated 1 November 1963, sub-sections D1, D3, and D4, except that D4-2 paragraph 3.2.2, bird impact requirement, is met with a 2 lb bird which is the equivalent of the BCAR Section K Chapter K4-2 paragraph 3.2.2 requirements.

BCAR Section K – Light Aeroplanes – Issue 1 dated 15 September 1966, sub-sections K2, K5, K6 & K7.

3. Special Conditions

None

4. Exemptions

Non-compliance with the following requirements was accepted:

BCAR Section D –Aeroplanes Issue 6

Chapter D3-9 paragraph 5.1

Chapter D4-4 paragraph 2.3.5

Chapter D4-5 paragraph 3.6.2

Chapter D4-8 Appendix paragraph 1

5. Deviations

None

6. Equivalent Safety Findings

None

7. Environmental Protection

ICAO Annex 16 Volume I

(see TCDSN UK.TC.A.00042 for details)

8. Operational Suitability Certification Basis

MMEL: CS-MMEL, Initial Issue

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

BN2	NB-M-018
BN2A	NB-M-274
BN2A-2	NB-M-410
BN2A-3	NB-M-452
BN2A-6	NB-M-413
BN2A-8	NB-M-475
BN2A-9	NB-M-454
BN2A-20	NB-M-571
BN2A-21	NB-M-574
BN2A-26	NB-M-590
BN2A-27	NB-M-591
BN2B-20	NB-M-982
BN2B-21	NB-M-983
BN2B-26	NB-M-984
BN2B-27	NB-M-985

2. Description

Twin engine, high wing Aircraft, metallic construction, fixed landing gear, number of persons including crew not to exceed ten.

The number is limited by spacing available in the cabin.

3. Equipment

Document No. MMEL/1

4. Dimensions

Span	49 ft	0 in	(14.92 m)
Span *	53 ft	0 in	(16.15 m)
Length	35 ft	7.75 in	(10.86 m)
Height	13 ft	8.7 in	(4.18 m)
Wing Area	325.0 sq ft		(30.20 m ²)
Wing Area *	337.0 sq ft		(31.31 m ²)

* when modification NB-M-364 wing tip tank is incorporated

5. Engine

5.1. Model

2 Avco Lycoming O-540-E4C5 (260hp)
for BN2, BN2A, BN2A-1, -6, -7, -8, -9, -26, -27,
BN2B-26, -27

or

2 Avco Lycoming IO-540-K1B5 (300hp)
for BN2A-2, -3, -20, -21, BN2B-20, -21

5.2. Type Certificate

FAA E-295 (O-540-E4C5)
or
FAA 1E4 (IO-540-K1B5)

5.3. Limitations

For all operation 2700 RPM

6. Load factors

Refer to Flight Manual (see section 2.IV.)

7. Propeller

One of the following Hartzell Propeller types fitted to each engine:

7.1. Model

HC-C2YK-2B/8477-4
HC-C2YK-2B/C8477-4 or....-6
HC-C2YK-2B/C8477A-4 or....-6
HC-C2YK-2C/C8477-4 or....-6
HC-C2YK-2C/C8477A-4 or....-6
HC-C2YK-2CF/FC8477A-4 or....-6
HC-C2YK-2CUF/FC8477A-4 or....-6
HC-C3YR-2UF/FC8468-8R for BN2B-26 and -27 with O-540-E4C5 engines, (modification NB-M-1361)
HC-C3YR-2UF/FC7693F for BN2B-20 and -21 with IO-540-K1B5 engines, (modification NB-M-1772)

7.2. Type Certificate

HC-C2YK-...EASA.IM.P.130
HC-C3YR-...EASA.IM.P.131

7.3. Number of blades

HC-C2YK-...2
HC-C3YR-...3

7.4. Diameter

80 inch diameter as indicated by suffix ...-4
or
78 inch diameter as indicated by suffix ...-6
or
78 inch diameter for HC-C3YR-...

7.5. Sense of Rotation

Clockwise (pilot's view)

8. Fluids

8.1. Fuel

Refer to Flight Manual (see Section 2.IV.)

8.2. Oil

Refer to Flight Manual (see Section 2.IV.)

9. Fluid capacities

9.1. Fuel

Refer to Flight Manual (see Section 2.IV.)

9.2. Oil (per engine)

Maximum Oil Capacity: 12 US quarts (11.3 litres)
Minimum Safe Oil Level: 2.75 US quarts (2.6 litres)

10. Air Speeds

Refer to Flight Manual (see Section 2.IV.)

11. Flight Envelope

Refer to Flight Manual (see Section 2.IV.)

12. Approved Operations Capability

Refer to applicable Flight Manual and supplements (see Section 2.IV.)

13. Maximum Masses

Variant	Maximum Weight for:		
	Taxiing & Take-off	Landing	Zero Fuel
BN2	5700 lb (2585 kg)	5700 lb (2585 kg)	5700 lb (2585 kg)
BN2A	6000 lb (2722 kg)	6000 lb (2722 kg)	5800 lb (2631 kg)
BN2A-2	6300 lb (2858 kg)	6300 lb (2858 kg)	6150 lb (2789 kg)
BN2A-3	6300 lb (2858 kg)	6300 lb (2858 kg)	6100 lb (2767 kg)
BN2A-6	6300 lb (2858 kg)	6300 lb (2858 kg)	6000 lb (2722 kg)
BN2A-8	6300 lb (2858 kg)	6300 lb (2858 kg)	6150 lb (2789 kg)
BN2A-9	6300 lb (2858 kg)	6300 lb (2858 kg)	6100 lb (2767 kg)
BN2A-20	6600 lb (2994 kg)	6300 lb (2858 kg)	6300 lb (2858 kg)
BN2A-21	6600 lb (2994 kg)	6300 lb (2858 kg)	6200 lb (2812 kg)
BN2A-26	6600 lb (2994 kg)	6300 lb (2858 kg)	6300 lb (2858 kg)
BN2A-27	6600 lb (2994 kg)	6300 lb (2858 kg)	6200 lb (2812 kg)
BN2B-20	6600 lb (2994 kg)	6600 lb (2994 kg)	6300 lb (2858 kg)
BN2B-21	6600 lb (2994 kg)	6600 lb (2994 kg)	6200 lb (2812 kg)
BN2B-26	6600 lb (2994 kg)	6600 lb (2994 kg)	6300 lb (2858 kg)
BN2B-27	6600 lb (2994 kg)	6600 lb (2994 kg)	6200 lb (2812 kg)

14. Centre of Gravity Range

Refer to Flight Manual (see section 2.IV.)

15. Datum

Refer to Flight Manual (see section 2.IV.)

16. Control Surface Deflections

Aircraft rigged in accordance with Islander Maintenance Manual MM/1

17. Levelling Means

17.1. Fore and Aft

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

17.2. Lateral

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

18. Minimum Flight Crew

1 (Pilot)

19. Maximum Passenger Seating Capacity

9

20. Baggage/ Cargo Compartments

20.1. Main Compartment

Refer to Flight Manual (see Section 2.IV.)

20.2. Rear Baggage Platform

Refer to Flight Manual (see Section 2.IV.)

21. Wheels and Tyres

Refer to Islander Maintenance Manual MM/1.

IV. Operating and Service Instructions

1. Flight Manual

<i>Aircraft</i>	<i>Flight Manual (AFM)</i>
BN2	FM/1
BN2A	FM/1
BN2A-2	FM/9
BN2A-3	FM/9 incl. supplement 10 for BCAR ops.
BN2A-6	FM/7
BN2A-8	FM/7
BN2A-9	FM/7 incl. supplement 17 for BCAR ops.
BN2A-20	FM/9
BN2A-21	FM/9 incl. supplement 10 for BCAR ops.
BN2A-26	FM/7
BN2A-27	FM/7 incl. supplement 17 for BCAR ops.
BN2B-20	FM/41
BN2B-21	FM/41 including Supplement 1.
BN2B-26	FM/40
BN2B-27	FM/40 including Supplement 1.

2. Maintenance Manual

Document No. MM/1 Volumes 1, 2 and 3

3. Maintenance Schedule

Document No. MS/1

4. Structural Repair Manual

Document No. PC-A/ASRP

5. Weight and Balance Manual

Refer to Flight Manual

6. Illustrated Parts Catalogue

Document No. PC/1

V. Operational Suitability Data

1. Master Minimum Equipment List

Document No. MMEL/1

2. Dispatch Deviation Guide

Document No. DDG/1

VI. Notes

None.

Section 3 BN2T

I. General

1. Type / Variant or Model

- a) Type: BN2 Islander Series Aircraft
- b) Model: BN2T
- c) Variant: N/A

2. Airworthiness Category

Part 23, Normal Category (see Section 1.II.2)

3. Manufacturer

Britten-Norman Aerospace Ltd
Bembridge Airport
Bembridge
Isle of Wight PO35 5PR
UK

4. State of Design Authority

United Kingdom CAA

5. State of Design Authority Type Certificate Date

11 April 1985

6. Original UK CAA TCDS Number

BN2T BA8

II. Certification Basis

1. Reference Date for determining the applicable requirements

22 January 1980

2. Airworthiness Requirements

The following requirements were the basis of certification of the BN2T type design:

BCAR Section D – Aeroplanes – Issue 6, dated 1 November 1963, sub-sections D3, and D4, except that D4-2 paragraph 3.2.2, bird impact requirement, is met with a 2 lb bird which is the equivalent of the BCAR Section K Chapter K4-2 paragraph 3.2.2 requirement.

BCAR Section J – Electrical – Issue 3, dated 15 September 1966.

BCAR Section K – Light Aeroplanes – Issue 6, dated 10 April 1974, sub sections K1, K2, K5, K6 and K7.

BCAR Section N – Noise – Issue 2, dated 10 November 1978.

BCAR Section R – Radio – Issue 4, dated 10 April 1974.

BCAR Blue Papers:

673, 10 March 1978: Pilot Intercommunication in Light Aeroplanes.

738, 19 Sept 1979: Amendments to Section K to achieve consistency with section N.

CAA Airworthiness Notices:

33, Issue 3, 1 Feb 1972: Unprotected Starter Circuits in Aircraft not exceeding 12,500 lb.

76, Issue 3, 1 April 1980: Power Supply Systems for Aircraft Radio Installations.

82, Issue 1, 7 June 1973: Electrical Generation Systems – Aircraft not exceeding 5,700 kg maximum authorised weight.

3. Special Conditions

None

4. Exemptions

None.

5. Deviations

None

6. Equivalent Safety Findings

None

7. Environmental Protection

ICAO Annex 16 Volume I

(see TCDSN UK.TC.A.00042 for details)

8. Operational Suitability Certification Basis

MMEL: CS-MMEL, Initial Issue

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

NB-M-1218

2. Description

Twin engine, high wing Aircraft, metallic construction, fixed landing gear, number of persons including crew not to exceed ten.

The number is limited by spacing available in the cabin.

3. Equipment

Document No. MMEL/4

4. Dimensions

Span	49 ft	0 in	(14.92 m)
Length	35 ft	7.75 in	(10.86 m)
Height	14 ft	6.2 in	(4.45 m)
Wing Area	325.0 sq ft		(30.20 m ²)

5. Engine

5.1. Model

2 Allison 250-B17C engines rated at 320 shp

5.2. Type Certificate

FAA E10CE

5.3. Limitations

Flat rated to 320 shp (equivalent to 830 ft.lb. of torque at the maximum propeller governed RPM of 2030).

6. Load factors

Refer to Flight Manual (see section 3.IV.)

7. Propeller

7.1. Model

2 Hartzell HC-C3YF-5F/FC8475FK-6

7.2. Type Certificate

FAA P25EA

7.3. Number of blades

3

7.4. Diameter

78 inch

7.5. Sense of Rotation

Clockwise (pilot's view)

8. Fluids

8.1. Fuel

Refer to Flight Manual (see Section 3.IV.)

8.2. Oil

Refer to Flight Manual (see Section 3.IV.)

9. Fluid capacities

9.1. Fuel

Refer to Flight Manual (see Section 3.IV.)

9.2. Oil

Refer to Flight Manual (see Section 3.IV.)

10. Air Speeds

Refer to Flight Manual (see Section 3.IV.)

11. Flight Envelope

Refer to Flight Manual (see Section 3.IV.)

12. Approved Operations Capability

Refer to applicable Flight Manual and supplements (see section 3.IV.)

13. Maximum Masses

Variant	Maximum Weight for:		
	Taxiing + Take-off	Landing	Zero Fuel
BN2T (NB-M-1218)	7000 lb (3175 kg)	6800 lb (3084 kg)	6600 lb (2994 kg)

14. Centre of Gravity Range

Refer to Flight Manual (see Section 3.IV.)

15. Datum

Coincident with wing leading edge (STN 134.5)

16. Control Surface Deflections

Aircraft rigged in accordance with Islander Maintenance Manual MM/4

17. Levelling Means

17.1. Fore and Aft

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

17.2. Lateral

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

18. Minimum Flight Crew

1 (Pilot)

19. Maximum Passenger Seating Capacity

9

20. Baggage/ Cargo Compartments

20.1. Main Compartment

Refer to Flight Manual (see Section 3.IV.)

20.2. Rear Baggage Platform

Refer to Flight Manual (see Section 3.IV.)

21. Wheels and Tyres

Refer to Islander Maintenance Manual MM/4

IV. Operating and Service Instructions

1. Flight Manual

FM/100

2. Maintenance Manual

Document No. MM/4 Volume 1

3. Maintenance Schedule

Document No. MS/4

4. Structural Repair Manual

Document No. PC-A/ASRP

5. Weight and Balance Manual

Refer to Flight Manual

6. Illustrated Parts Catalogue

Document No. PC/4

V. Operational Suitability Data

1. Master Minimum Equipment List

Document No. MMEL/4

2. Dispatch Deviation Guide

Document No. DDG/4

VI. Notes

None.

Section 4 BN2T-4R

I. General

1. Type / Variant or Model

- a) Type: BN2 Islander Series Aircraft
- b) Model: BN2T-4R
- c) Variant: N/A

2. Airworthiness Category

Part 23, Normal Category (see Section 1.II.2)

3. Manufacturer

Britten-Norman Aerospace Ltd
Bembridge Airport
Bembridge
Isle of Wight PO35 5PR
UK

4. State of Design Authority

United Kingdom CAA

5. State of Design Authority Type Certificate Date

28 June 1991

6. Original UK CAA TCDS Number

BN2T BA8

II. Certification Basis

1. Reference Date for determining the applicable requirements

10 January 1991

2. Airworthiness Requirements

The following requirements were the basis of certification of the BN2T-4R type design:

BCAR Section D – Aeroplanes – Issue 6, dated 1 November 1963, sub-sections D3 (except D3-5) and D4, except that D4- 2 paragraph 3.2.2 bird impact requirement, is met with a 2 lb bird which is the equivalent of the BCAR Section K Chapter 4.2 paragraph 3.2.2 requirement.

BCAR Section K – Light Aeroplanes - Issue 6, dated 10 April 1974 sub-section K1, K2 (except K2-2, 2-8 paras 4 and 6.5, 2-10 para 4.1-3, -4, -5), K5, K6 and K7 (except K7-5, 7).

BCAR Section N – Noise – Issue 5, dated 1 August 1990.

BCAR Section R – Radio – Issue 4, dated 10 April 1974.

BCAR 23 Light Aeroplanes – Issue 1, dated December 1987, paragraphs 23.471 to 23.511 inclusive and 23.629.

JAR 23 – Normal, Utility, Aerobatic and Commuter category Aeroplanes – Draft Issue 4: 23.45-23.77 inclusive, 23.147 (b), 23.149, 23.177(b), 23.1583(c)(3), 23.1585(a)(3),(a)(6) and (c)(1) to (c)(4) inclusive and 23.1587.

BCAR Blue Papers:

K600, 5 April 1982: Powerplant Installations cooling system.

647, 21 Nov 1979: Seats, Safety Belts & Harnesses.

673, 10 March 1978: Pilot Intercommunication in Light Aeroplanes.

K706, 31 August 1988: Electrical Supply, Systems & Equipment (replacing BCAR Section J).

731, 1 August 1979: Gyroscopic Rate of Turn Indicators.

738, 19 Sept 1979: Amendments to Archive Consistency with Section N.

K741, 18 April 1984: Autopilots and Flight Directors.

K775, 5 April 1982: Installations Assumptions involved in engine certification.

CAA Airworthiness Notices:

5, Issue 1, 1 April 1972: Tyre Wear Limitations.

11, Issue 8, 1 Nov 1983: Acceptance of Aeronautical Parts.

33, Issue 3, 1 Feb 1972: Unprotected Starter Circuits in Aircraft not exceeding 12,500 lb.

36, Issue 9, 2 Oct 1981: Mandatory Modifications & Inspections.

39, Issue 4, 16 Sept 1988: Selection of Procurement of Electronic Components.

40, Issue 1, 1 Nov 1966: Carbon Monoxide Contamination in Aircraft.

41, Issue 8, 2 Oct 1981: Maintenance of Cockpit & Cabin Combustion Heaters and their associated Exhaust Systems

42, Issue 1, 20 July 1979: Internal Emergency Lighting System.

45, Issue 1, 1 Nov 1983: Software Management

45A, Issue 1, 1 July 1986: Software Management & Certification Guidelines.

53, Issue 1, 26 June 1970: Vertical Speed Indicators on Imported aircraft.

54, Issue 1, 26 June 1970: Instruments with unusual presentations.

55, Issue 2, 5 Oct 1973: Routine Maintenance of Propeller Blades.

58, Issue 4, 10 Dec 1986: Flame Resistant Furnishing Materials.

66, Issue 2, 18 Oct 1972: Aircraft Insurance.

75, Issue 9, 1 April 1983: Overhaul & Inspection Requirements for Variable Pitch Propellers.

76, Issue 3, 1 April 1980: Power Supply Systems for Aircraft Radio Installations.

82, Issue 1, 7 June 1973: Electrical Generation Systems – Aircraft not exceeding 5,700 kg Maximum authorised weight.

87, Issue 1, 6 Nov 1987: Failure of Mechanical Products inc. Circuit Breakers.

91, Issue 2, 1 Nov 1983: Communications Transmitters in the VHF Radio Frequency Band 118 – 137MHz.

92, Issue 1, 15 Jan 1981: Cargo Containment.

CAA Specifications:

No. 1, Issue 5, 24 Sept 1979: Safety Belts.

No. 3, Issue 3, 10 July 1953: Tests for Seats with safety belts attached.

Section 4: BN2T-4R, continued

No. 4, Issue 2, 1 Feb 1962: Safety Harnesses.
No. 13, Issue 1, 24 Sept 1979: Diagonal Shoulder Harness

3. Special Conditions

None

4. Exemptions

None

5. Deviations

None

6. Equivalent Safety Findings

None

7. Environmental Protection

ICAO Annex 16 Volume I
(see TCDSN UK.TC.A.00042 for details)

8. Operational Suitability Certification Basis

MMEL: CS-MMEL, Initial Issue

III. Technical Characteristics and Operating Limitations

1. Type Design Definition

NB-M-1359 Appendix 1 (s/n C2143 and C2115 only)

2. Description

Twin engine, high wing Aircraft, metallic construction, fixed landing gear, number of persons including crew not to exceed ten.

The number is limited by spacing available in the cabin.

3. Equipment

Document No. MMEL/4

4. Dimensions

Span	53 ft	0 in	(16.15 m)
Length	40 ft	7.2 in	(12.38 m)
Height	13 ft	7.25 in	(4.15 m)
Wing Area	351.7 sq ft		(32.67 m ²)

5. Engine

5.1. Model

2 Allison 250-B17F/1

5.2. Type Certificate

FAA E10CE

5.3. Limitations

Maximum power for all operations is 400 shp (equivalent to 1035 ft.lb. of torque at the maximum propeller governed RPM of 2030).

6. Load factors

Refer to Flight Manual (see section 3.IV.)

7. Propeller

7.1. Model

2 Hartzell HC-C3YF-5F/FC7818K

7.2. Type Certificate

FAA P25EA

7.3. Number of blades

3

7.4. Diameter

78 inch

7.5. Sense of Rotation

Clockwise (pilot's view)

8. Fluids

8.1. Fuel

Refer to Flight Manual (see Section 4.IV.)

8.2. Oil

Refer to Flight Manual (see Section 4.IV.)

9. Fluid capacities

9.1. Fuel

Refer to Flight Manual (see Section 4.IV.)

9.2. Oil

Refer to Flight Manual (see Section 4.IV.)

10. Air Speeds

Refer to Flight Manual (see Section 4.IV.)

11. Flight Envelope

Refer to Flight Manual (see Section 4.IV.)

12. Approved Operations Capability

Refer to applicable Flight Manual and supplements (see Section 4.IV.)

13. Maximum Masses

Take-off: 8500 lb (3855 kg)

Landing: 8500 lb (3855 kg)

Wing Zero Fuel: 8300 lb (3764 kg)

14. Centre of Gravity Range

Forward limit:

+19.5 in at weights up to 6000 lb, then varying linearly to +22.0 in at 8500 lb.

Aft limit:

+25.0 in at all weights.

15. Datum

Coincident with wing leading edge (STN 134.5)

16. Control Surface Deflections

Aircraft rigged in accordance with Islander Maintenance Manual MM/4B

17. Levelling Means

17.1. Fore and Aft

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

17.2. Lateral

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

18. Minimum Flight Crew

1 (Pilot)

19. Maximum Passenger Seating Capacity

9

20. Baggage/ Cargo Compartments

20.1. Main Compartment

Refer to Flight Manual (see Section 4.IV.)

20.2. Rear Baggage Platform

Refer to Flight Manual (see Section 4.IV.)

21. Wheels and Tyres

Refer to Islander Maintenance Manual MM/4B

IV. Operating and Service Instructions

1. Flight Manual

FM/400

2. Maintenance Manual

Document No. MM/4B Volume 1

3. Maintenance Schedule

Document No. MS/6

4. Structural Repair Manual

Document No. PC-A/ASRP

5. Weight and Balance Manual

Refer to Flight Manual

6. Illustrated Parts Catalogue

Document No. PC/4

V. Operational Suitability Data

1. Master Minimum Equipment List

Document No. MMEL/4

2. Dispatch Deviation Guide

Document No. DDG/4

VI. Notes

None.

Section 5 BN2T-4S

I. General

1. Type / Variant or Model

- a) Type: BN2 Islander Series Aircraft
- b) Model: BN2T-4S
- c) Variant: N/A

2. Airworthiness Category

Transport Category (Passenger) (see Section 1.II.2)

3. Manufacturer

Britten-Norman Aerospace Ltd
Bembridge Airport
Bembridge
Isle of Wight PO35 5PR
UK

4. State of Design Authority

United Kingdom CAA

5. State of Design Authority Type Certificate Date

15 November 1995

6. Original UK CAA TCDS Number

BN2T BA8

II. Certification Basis

1. Reference Date for determining the applicable requirements

11 January 1994

2. Airworthiness Requirements

The following requirements were the basis of certification of the BN2T-4S type design:

BCAR Section D – Aeroplanes – Issue 6, dated 1 November 1963, sub-sections D3 and D4, except that D4-2 paragraph 3.2.2 bird impact, is to be met with a 2 lb bird, in lieu of 4 lb bird. This is the bird mass considered in BCAR Section K4-2 Paragraph 3.2.2, but D requires compliance at cruise speeds as well as climb and descent. See BCAR 23 and JAR 23 below for replacement requirements.

BCAR Section K – Light Aeroplanes - Issue 6, dated 10 April 1974, sub-sections K1, K2, K5, K6 and K7. See JAR 23 below for replacement requirements.

BCAR Section N – Noise – Issue 5, dated 1 August 1990.

BCAR Section R – Radio – Issue 4, dated 10 April 1974

BCAR 23 Light Aeroplanes – Issue 1, dated December 1987.

- i) Flutter Paragraph 23.629 is employed in lieu of D3-9.

Note: BCAR 23.471 to 23.511 are employed in lieu of D3-5. (Ref. CAA letter 13 March 1991).

JAR 23 Normal, Utility, Aerobatic and Commuter category Aeroplanes (Draft Issue 4 dated January 1992):

- i) Performance aspects
Employ: JAR 23.45 to 23.77 and 23.1587 together with the parts of JAR 23.1583 and 23.1585 relevant to the attainment of scheduled performance (ie 23.1583(c)(3), 23.1585(a)(3), (a)(6) and (c)(1) to (4) inclusive and 23.149 invoked by 23.51, 23.69 and 23.75.
In lieu of: BCAR Section K chapters K2-2, K2-3, K2-4, K2-5 and paragraph K7-5, 7 and BCAR Blue Paper K789.
- ii) Handling
Employ: JAR 23.149, 23.147(b) and 23.177(b) in lieu of BCAR K2-8, 4, K2-8, 6.5 and K2-10, 4.1 respectively.
- iii) Emergency Exits and Ventilation
Employ: JAR 23.807 Emergency Exits, JAR 23.811 Emergency Exit marking, JAR 23.831 Ventilation. In lieu of: BCAR Section D (Issue 6) Chapter D4-3 paragraph 5.2 Emergency Exits and D4-3 Paragraph 7 Ventilation.
- iv) Brakes
Employ: JAR 23.735
In lieu of: BCAR D4-5, 3.5.

EFIS requirements contained in CAA letter 9/40:

34-22-02/BKL, dated 5 November 1993 (see AAN 24419)

BCAR Blue Papers:

- No K600, 5 April 1982: Powerplant Installations - Cooling Systems.
- No 647, 21 Nov 1979: Seats, Safety Belts and Harnesses
- No 673, 10 March 1978: Pilot Intercommunication in Light Aeroplanes.
- No K706, 31 August 1988: Electrical Supply, System and Equipment (Replaces BCAR Section J).
- No 731, 1 August 1979: Gyroscopic Rate of Turn indicators.
- No 738, 19 Sept 1979: Amendments to achieve consistency with Section N
- No K741, 18 April 1984: Autopilots and Flight Directors.
- No K775, 5 April 1982: Installation Assumptions involved in Engine Certification.

Section 5: BN2T-4S, continued

CAA Airworthiness Notices:

- 5, Issue 1, 1 April 1972: Tyre Wear Limitations.
- 33, Issue 3, 1 Feb 1972: Unprotected Starter Circuits in aircraft not exceeding 12,500 lb.
- 36, Issue 11, 5 Nov 1993: Mandatory Modifications & Inspections.
- 39, Issue 4, 16 Sept 1988: Selection of Procurement of Electronic Components.
- 40, Issue 1, 1 Nov 1966: Carbon Monoxide Contamination in Aircraft.
- 41, Issue 8, 2 Oct 1981: Maintenance of Cockpit & Cabin Combustion Heaters and their associated Exhaust Systems.
- 42, Issue 1, 20 July 1979: Internal Emergency Lighting System.
- 45, Issue 1, 1 Nov 1983: Software Management.
- 45A, Issue 1, 1 July 1986: Software Management & Certification Guidelines.
- 53, Issue 1, 26 June 1970: Vertical Speed Indicators on Imported aircraft.
- 54, Issue 1, 26 June 1970: Instruments with unusual presentations.
- 55, Issue 2, 5 Oct 1973: Routine Maintenance of Propeller Blades.
- 58, Issue 4, 10 Dec 1986: Flame Resistant Furnishing Materials.
- 66, Issue 2, 18 Oct 1972: Aircraft Insurance.
- 75, Issue 9, 1 April 1983: Overhaul & Inspection Requirements for Variable Pitch Propellers.
- 76, Issue 3, 1 April 1980: Power Supply Systems for Aircraft Radio Installations.
- 82, Issue 1, 7 June 1973: Electrical Generation Systems – Aircraft not exceeding 5,700 kg maximum authorised weight.
- 87, Issue 1, 6 Nov 1987: Failure of Mechanical Products inc. Circuit Breakers.
- 91, Issue 3, 25 Oct 1994: Communications Transmitters in the VHF Radio Frequency Band 118-137MHz.
- 92, Issue 1, 15 Jan 1981: Cargo Containment.

CAA Specifications:

- No. 1, Issue 5, 24 Sept 1979: Safety Belts.
- No. 3, Issue 3, 10 July 1953: Tests for Seats with safety belts attached.
- No. 4, Issue 2, 1 Feb 1962: Safety Harnesses.
- No. 13, Issue 1, 24 Sept 1979: Diagonal Shoulder Harness

3. Special Conditions

None

4. Exemptions

None

5. Deviations

None

6. Equivalent Safety Findings

None

7. Environmental Protection

ICAO Annex 16 Volume I

(see TCDSN UK.TC.A.00042 for details)

8. Operational Suitability Certification Basis

MMEL: CS-MMEL, Initial Issue

III. Technical Characteristics and Operating Limitations

1. Type Design Definition

NB-M-1545

2. Description

Twin engine, high wing Aircraft, metallic construction, fixed landing gear, number of persons including crew not to exceed ten.

The number is limited by spacing available in the cabin.

3. Equipment

Document No. MMEL/2T-4S

4. Dimensions

Span	53 ft	0 in	(16.15 m)
Length	40 ft	0.5 in	(12.20 m)
Height	14 ft	4.1 in	(4.37 m)
Wing Area	351.7 sq ft		(32.67 m ²)

5. Engine

5.1. Model

2 Allison 250-B17F/1

5.2. Type Certificate

FAA E10CE

5.3. Limitations

Maximum power for all operations is 400 shp (equivalent to 1035 ft.lb. of torque at the maximum propeller governed RPM of 2030).

6. Load factors

Refer to Flight Manual (see Section 5.IV.)

7. Propeller

7.1. Model

2 Hartzell HC-C3YF-5F/FC7818K

7.2. Type Certificate

FAA P25EA

7.3. Number of blades

3

7.4. Diameter

78 inch

7.5. Sense of Rotation

Clockwise (pilot's view)

8. Fluids

8.1. Fuel

Refer to Flight Manual (see Section 5.IV.)

8.2. Oil

Refer to Flight Manual (see Section 5.IV.)

9. Fluid capacities

9.1. Fuel

Refer to Flight Manual (see Section 5.IV.)

9.2. Oil

Refer to Flight Manual (see Section 5.IV.)

10. Air Speeds

Refer to Flight Manual (see Section 5.IV.)

11. Flight Envelope

Refer to Flight Manual (see Section 5.IV.)

12. Approved Operations Capability

Refer to applicable Flight Manual and supplements (see Section 5.IV.)

13. Maximum Masses

Take-off:	8500 lb (3855 kg)
Landing:	8500 lb (3855 kg)
Wing Zero Fuel:	8300 lb (3764 kg)

14. Centre of Gravity Range

Forward limit:

+15.0 in at weights up to 6700 lb, then varying linearly to +20.0 in at 8500 lb.

Aft limit:

+25.0 in at all weights.

15. Datum

Coincident with wing leading edge (STN 134.5)

16. Control Surface Deflections

Aircraft rigged in accordance with Islander Maintenance Manual PN-A/AMP

17. Levelling Means

17.1. Fore and Aft

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

17.2. Lateral

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

18. Minimum Flight Crew

1 (Pilot)

19. Maximum Passenger Seating Capacity

10 (Reference: AAN 24434 Addendum 2, dated 12 August 1997)

Note: The maximum number of passenger seats is 9 for operation within UK and EU countries in order to comply with UK and EU Air Operations regulations (Reg UK (EU) No. 965/2012 / Reg (EU) No. 965/2012.

20. Baggage/ Cargo Compartments

20.1. Main Compartment

Refer to Flight Manual (see Section 5.IV.)

20.2. Rear Baggage Platform

Refer to Flight Manual (see Section 5.IV.)

21. Wheels and Tyres

Refer to Islander Maintenance Manual PN-A/AMP

IV. Operating and Service Instructions

1. Flight Manual

AFM/2T-4S

2. Maintenance Manual

Document No. PN-A/AMP

3. Maintenance Schedule

Document No. PN-A/AMP

4. Structural Repair Manual

Document No. PC-A/ASRP

5. Weight and Balance Manual

Refer to Flight Manual

6. Illustrated Parts Catalogue

Document No. PN-A/IPDP

7. Service Information and Service Bulletins

SB190 – 5 year structural inspection

V. Operational Suitability Data

1. Master Minimum Equipment List

Document No. MMEL/2T-4S

2. Dispatch Deviation Guide

Document No. DDG/2T-4S

VI. Notes

None.

Section 6 BN2T-2 and BN2T-2R

I. General

1. Type / Variant or Model

- a) Type: BN2 Islander Series Aircraft
- b) Model: BN2T-2
BN2T-2R
- c) Variant: N/A

2. Airworthiness Category

Part 23, Normal Category (see Section 1.II.2)

3. Manufacturer

Britten-Norman Aerospace Ltd
Bembridge Airport
Bembridge
Isle of Wight PO35 5PR
UK

4. State of Design Authority

United Kingdom CAA

5. State of Design Authority Type Certificate Date

BN2T-2 09 September 1991
BN2T-2R 28 June 1991

6. Original UK CAA TCDS Number

BN2T-2 BA8
BN2T-2R BA8

II. Certification Basis

1. Reference Date for determining the applicable requirements

16 February 1990

2. Airworthiness Requirements

The following requirements were the basis of certification of the BN2T-2 and BN2T-2R type design:

BCAR Section D – Aeroplanes – Issue 6 dated 1 November 1963, sub-sections D3 (except D3-5) and D4, except that D4-2 paragraph 3.2.2 Bird Impact Requirement is met with a 2lb bird which is the equivalent of the BCAR Section K Chapter 4.2 paragraph 3.2.2 requirement and Section D requires compliance at cruise speeds as well as climb and descent.

BCAR Section K – Light Aeroplanes - Issue 6, dated 10 April 1974, sub-sections K1, K2, K5, K6 and K7 (BCAR 23.145(b)(6) was accepted in lieu of BCAR K2-10, 2.1.4 for the BN2T-2R).

BCAR Section N – Noise – Issue 5, dated 1 August 1990.

BCAR Section R – Radio – Issue 4, dated 10 April 1974

BCAR 23 – Light Aeroplanes – Issue 1, dated December 1987, paragraphs 23.471 to 23.511 inclusive and 23.629 (plus 23.145(b)(6) for the BN2T-2R).

BCAR Blue Papers:

- No K600, 5 April 1982: Powerplant Installations – Cooling Systems.
- No 647, 21 Nov 1979: Seats, Safety Belts and Harnesses
- No 673, 10 March 1978: Pilot Intercommunication in Light Aeroplanes.
- No K706, 31 August 1988: Electrical Supply, System and Equipment (Replaces BCAR Section J).
- No 731, 1 August 1979: Gyroscopic Rate of Turn indicators.
- No 738, 19 Sept 1979: Amendments to achieve consistency with Section N
- No K741, 18 April 1984: Autopilots and Flight Directors.
- No K775, 5 April 1982: Installation Assumptions involved in Engine Certification.
- No K789, 27 Feb 1985: Landing Distances.

CAA Airworthiness Notices:

- 5, Issue 1, 1 April 1972: Tyre Wear Limitations.
- 11, Issue 8, 1 Nov 1983: Acceptance of Aeronautical Parts
- 33, Issue 3, 1 Feb 1972: Unprotected Starter Circuits in aircraft not exceeding 12,500 lb.
- 36, Issue 9, 2 Oct 1981: Mandatory Modifications & Inspections.
- 39, Issue 4, 16 Sept 1988: Selection of Procurement of Electronic Components.
- 40, Issue 1, 1 Nov 1966: Carbon Monoxide Contamination in Aircraft.
- 41, Issue 8, 2 Oct 1981: Maintenance of Cockpit & Cabin Combustion Heaters and their associated Exhaust Systems.
- 42, Issue 1, 20 July 1979: Internal Emergency Lighting System.
- 45, Issue 1, 1 Nov 1983: Software Management.
- 45A, Issue 1, 1 July 1986: Software Management & Certification Guidelines.
- 53, Issue 1, 26 June 1970: Vertical Speed Indicators on Imported aircraft.
- 54, Issue 1, 26 June 1970: Instruments with unusual presentations.
- 55, Issue 2, 5 Oct 1973: Routine Maintenance of Propeller Blades.
- 58, Issue 4, 10 Dec 1986: Flame Resistant Furnishing Materials.
- 66, Issue 2, 18 Oct 1972: Aircraft Insurance.
- 75, Issue 9, 1 April 1983: Overhaul & Inspection Requirements for Variable Pitch Propellers.
- 76, Issue 3, 1 April 1980: Power Supply Systems for Aircraft Radio Installations.
- 82, Issue 1, 7 June 1973: Electrical Generation Systems – Aircraft not exceeding 5,700 kg maximum authorised weight.
- 87, Issue 1, 6 Nov 1987: Failure of Mechanical Products inc. Circuit Breakers.
- 91, Issue 2, 1 Nov 1983: Communications Transmitters in the VHF Radio Frequency Band 118-136MHz.
- 92, Issue 1, 15 Jan 1981: Cargo Containment.

CAA Specifications:

- No. 1, Issue 5, 24 Sept 1979: Safety Belts.
- No. 3, Issue 3, 10 July 1953: Tests for Seats with safety belts attached.
- No. 4, Issue 2, 1 Feb 1962: Safety Harnesses.

Section 6: BN2T-2 and BN2T-2R, continued

No. 13, Issue 1, 24 Sept 1979: Diagonal Shoulder Harness

3. Special Conditions

None

4. Exemptions

None

5. Deviations

None

6. Equivalent Safety Findings

None

7. Environmental Protection

ICAO Annex 16 Volume I

(see TCDSN UK.TC.A.00042 for details)

8. Operational Suitability Certification Basis

MMEL: CS-MMEL, Initial Issue

III. Technical Characteristics and Operating Limitations

1. Type Design Definition

BN2T-2 NB-M-1452

BN2T-2R NB-M-1359 Appendix 2

2. Description

Twin engine, high wing Aircraft, metallic construction, fixed landing gear, number of persons including crew not to exceed ten.

The number is limited by spacing available in the cabin.

3. Equipment

Document No. MMEL/4

4. Dimensions

Span	53 ft	0 in	(16.15 m)
Length (BN2T-2)	37 ft	5.4 in	(11.42 m)
Length (BN2T-2R)	40 ft	7.2 in	(12.38 m)
Height	13 ft	11.9 in	(4.26 m)
Wing Area	351.7 sq ft		(32.67 m ²)

5. Engine

5.1. Model

2 Allison 250-B17C

5.2. Type Certificate

FAA E10CE

5.3. Limitations

Maximum power for all operations is 400 shp (equivalent to 1035 ft.lb. of torque at the maximum propeller governed RPM of 2030).

6. Load factors

Refer to Flight Manual (see section 5.IV.)

7. Propeller

7.1. Model

2 Hartzell HC-C3YF-5F/FC8475FK-6

7.2. Type Certificate

FAA P25EA

7.3. Number of blades

3

7.4. Diameter

78 inch

7.5. Sense of Rotation

Clockwise (pilot's view)

8. Fluids

8.1. Fuel

Refer to Flight Manual (see Section 6.IV.)

8.2. Oil

Refer to Flight Manual (see Section 6.IV.)

9. Fluid capacities

9.1. Fuel

Refer to Flight Manual (see Section 6.IV.)

9.2. Oil

Refer to Flight Manual (see Section 6.IV.)

10. Air Speeds

Refer to Flight Manual (see Section 6.IV.)

11. Flight Envelope

Refer to Flight Manual (see Section 6.IV.)

12. Approved Operations Capability

Refer to applicable Flight Manual and supplements (see Section 6.IV.)

13. Maximum Masses

Take-off: 8500 lb (3855 kg)
Landing: 8500 lb (3855 kg)
Wing Zero Fuel: 8500 lb (3855 kg)

14. Centre of Gravity Range

Forward limit:

+17.0 in at weights up to 5030 lb, then varying linearly to +22.0 in at 8500 lb.

Aft limit:

+25.5 in at all weights (BN2T-2).

+24.5 in at all weights (BN2T-2R).

15. Datum

Coincident with wing leading edge (STN 134.5)

16. Control Surface Deflections

Aircraft rigged in accordance with Islander Maintenance Manual MM/4 and SMM/4.

17. Levelling Means

17.1. Fore and Aft

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

17.2. Lateral

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

Section 6: BN2T-2 and BN2T-2R, continued

18. Minimum Flight Crew

1 (Pilot)

19. Maximum Passenger Seating Capacity

9

20. Baggage/ Cargo Compartments

20.1. Main Compartment

Refer to Flight Manual (see Section 6.IV.)

20.2. Rear Baggage Platform

Refer to Flight Manual (see Section 6.IV.)

21. Wheels and Tyres

Refer to Islander Maintenance Manual MM/4 and SMM/4.

Section 6: BN2T-2 and BN2T-2R, continued

IV. Operating and Service Instructions

1. Flight Manual

BN2T-2 FM/200
BN2T-2R FM/200 incl. supplement 1

2. Maintenance Manual

Document No. MM/4 and SMM/4

3. Maintenance Schedule

Document No. MS/5

4. Structural Repair Manual

Document No. PC-A/ASRP

5. Weight and Balance Manual

Refer to Flight Manual

6. Illustrated Parts Catalogue

Document No. PC/4

7. Service Information and Service Bulletins

SB190 – 5 year structural inspection

V. Operational Suitability Data

1. Master Minimum Equipment List

Document No. MMEL/4

2. Dispatch Deviation Guide

Document No. DDG/4

VI. Notes

None.

Section 7 Administration

I. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
AAN	Airworthiness Approval Note
BCAR	British Civil Airworthiness Requirements
CAA	Civil Aviation Authority (UK)
CS	Certification Specification
DDG	Dispatch Deviation Guide
EASA	European Union Aviation Safety Agency
EFIS	Electronic Flight Instrument System
EU	European Union
FAA	Federal Aviation Administration
FM	Flight Manual
ICAO	International Civil Aviation Organization
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirements
MMEL	Master Minimum Equipment List
RPM	Revolutions Per Minute
s/n	Serial Number
SB	Service Bulletin
shp	Shaft Horse Power
STN	Station (distance from horizontal fuselage datum)
TC	Type Certificate
TCDS	Type Certificate Data Sheet
TCDSN	Type Certificate Data Sheet for Noise
TCH	Type Certificate Holder
UK	United Kingdom of Great Britain and Northern Ireland

Section 7: Administration, continued

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 15 March 2024

III. Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
1	05 Sep 2022	The content of the initial issue of this UK CAA TCDS was taken from EASA TCDS.A.388 at Issue 2 dated 23 November 2020 which was the current EASA version at 31 December 2020 and therefore the version of the TCDS for the BN2 Islander Series Aircraft accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement, except as listed below: <ul style="list-style-type: none"> • Front Page revised with address of principal place of business for DOA UK.21J.0138. • Front page revised to remove obsolete Model(s) reference to 'Islander'. • Section 1 General added to provide explanatory notes and explain history of previous TCDS/AAN documents. • Obsolete information relating to EASA Type Certification dates removed from Sections 2.I., 3.I., 4.I., 5.I., 6.I. • Section 3.III.13 remove obsolete variant (NB-M-1104). • Section 5.III.16, 5.III.21, 5.IV.2 and 5.IV.3 revised to replace 'AMP/2T-4S' with 'PN-A/AMP'. • Section 7 Administration – Acronym and Abbreviation Table updated. • Formatting updated and cross references to section numbers updated due to introduction of Section 1. 	Issue 1 05 Sep 2022
2	15 March 2024	Type certificate transferred from Britten-Norman Aircraft Ltd (UK.21J.0138) to Britten-Norman Aerospace Ltd (UK.21J.1019). Section 1.II.1 amended to reflect transfer. Section 1.II.2: Noted added to highlight the change in airworthiness category for the BN2T-4S. Section 5.I.2: Revised to correct the airworthiness category of the BN2T-4S	Issue 2 15 Mar 2024

TCDS No.: UK.TC.A.00042

Date: 15 March 2024

AW-DAW-TP-004

Copies of this document are not controlled

Issue: 2

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Section 7: Administration, continued

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		Section 5.III.19: Revised to correct the maximum seating capacity to reflect UK CAA approved AAN 24434 Addendum 2 (12 August 1997) and add restriction on seating when operating within the UK/EU.	

– END –