Civil Aviation Authority
United Kingdom

TYPE-CERTIFICATE DATA SHEET

UK.TC.A.00147

for

BAe Jetstream 4100 Series

Type Certificate Holder

BAE SYSTEMS (Operations) Limited

Trading as BAE SYSTEMS Regional Aircraft

Prestwick International Airport

Monkton

KA9 2RW

United Kingdom

UK.21J.0047

Model(s):	BAe Jetstream 4100 Series, all Models
Issue:	1
Date of issue:	20 February 2026

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Section 1 General (All Models)

I. General

This Type-Certificate Data Sheet (TCDS) is the concise definition of the type-certificated product accepted and or approved by the UK 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 UK 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 EASA.A.189** at **Issue 3** dated **15 January 2015** and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

1. Airworthiness Category

Large Aeroplanes

2. Performance Category

A

3. Certificating Authority

United Kingdom Civil Aviation Authority

4. Type Certificate Holder

BAE SYSTEMS (Operations) Limited
Trading as BAE SYSTEMS Regional Aircraft
Prestwick International Airport
Monkton
KA9 2RW
United Kingdom

5. Manufacturer

Aircraft were manufactured by British Aerospace/Jetstream Aircraft Ltd. Prestwick from 1991 to 1998.

6. Construction Numbers

41001 and subsequent.

The first two digits denote airframe type.
The last three digits in the Models Numbers are sequential build references.

Section 2 BAe Jetstream 4100 Series (All Models except 4124)

I. General

1. Type / Variant or Model

Jetstream 4100 Series (All Models except 4124)

2. Reference Application Date for UK CAA Certification

24 May 1989

3. UK CAA Certification Date

23 November 1992

II. UK CAA Certification Basis

The Airworthiness Requirements which compliance has been demonstrated for the Jetstream 4100 design, using 24 May 1989 as the reference date are:

JAR 25 Large Aeroplanes	Change 12	10 May 1988
Amendment (OP) 88/1		18 October 1988
JAR 1 Definitions	Change 4	1 June 1987

The requirement to which the Type Certification Holder elected to comply with are:

(a) Propeller position in Minimum Control Speed Demonstrations, NPA 25B-182 dated 7 May 1987.

(b) High Speed Characteristics, NPA 25B-190 dated 19 November 1986.

(c) Landing Distance, Second Method, NPA 25B-193 dated December 1988.

(d) ACJs associated with adoption of FAR amendments 25-61/25-66, NPA 25D-210 dated December 1988.

(e) Discrete Source Damage Due to Rotor Burst, NPA 25C-213, dated 04 April 1992.

No further requirements due to design changes or experience gained during development and testing have been identified.

Additional National Design Requirements for the issue of a Type Certificate are listed in CRI A2.

Special Conditions:

No Special Conditions related to novel or unusual design features have been identified.

The following Special Conditions related to general experience. Associated Certification Review Items (CRI) are shown in parentheses:

(a) Special Condition JS41/01, (CRI F1)

Battery duration during operation without normal electrical power. NPA 25F-179 Revision 4, dated May 1989.

(b) Special Condition JS41/02, (CRI A7)

Terminology “Resistant to Fire” NPA 25D-181, dated June 1988.

(c) Special Condition JS41/03, (CRI F2)

Miscellaneous Electrical Requirements, NPA 25D, F-191 Rev 2, dated May 1989.

(d) Special Condition JS14/04, (CRI C1)

Unified Discrete Gust Requirement and Associated Means of Compliance, NPA 25C-205, dated June 1990.

(e) Special Condition JS41/05, (CRI F3)

Protection from external High Intensity Radiated Fields (HIRF).

(f) Special Condition JS41/06, (CRI F4)

Protection from the effects of Lightning Strikes.

(g) Special Condition JS41/07, (CRI C4)

Rapid Decompression.

(h) Special Condition JS41/08, (CRI C6)

Improved Seat Safety Standards, NPA 25C, D-211, dated April 1989.

The Type Certificate Holder originally elected to comply with NPA 25C, D-211, dated April 1989 before it was made a Special Condition.

Exemptions:

The following Exemptions from the requirements have been granted. Associated Certification Review Item (CRI) shown in parentheses:

(a) Exemption JS41/01, (CRI C3)

The JS4100 Bulkheads/Structure in front of the forward left and right hand seats are exempted from complying with the HIC of JAR 25.562(c)(5). Refer to Appendix to CRI A1-Post TC Issue 3 for closure of this Exemption.

(b) Exemption JS41/02,

The standby compass has been exempted from complying with the requirements of JAR 25.1327(b). Refer to Appendix to CRI A1-Post TC Issue 3 for closure of this Exemption.

Equivalent Safety Findings:

The following requirements have been complied with by means of Equivalent Safety Findings:

(a) JAR 25.729(e)(2)	Landing Gear Aural Warning, (CRI D4)
(b) JAR 25.783(f)	External Doors, Means of Preventing Pressurisation, (CRI D6)
(c) JAR 25.815	Width of Aisle, (CRI D1)
(d) JAR 25.1182(a)	Fire Protection of Nacelle Zone 5, (CRI E3)

Special Conditions (Post TC):

EASA CRI H-01

Enhanced Airworthiness Programme for Aeroplane Systems – ICA on EWIS.

Equivalent Safety Findings (Post TC):

(a) JAR 25.1549(d)	Powerplant Instrument Marking, (EASA CRI G-01)

Environmental Standards:

Noise: ICAO Annex 16, Volume I, 2nd Edition, Part II, Chapter 3

(See UK.TCDSN UK.TC.A.00147 for details)

Section 2: BAe Jetstream 4100 Series (All Models except 4124)

Fuel venting: ICAO Annex 16, Volume II, Part II, Chapter 2

Note: The TPE 331-14GR and -HR engines comply with the applicable fuel venting requirements by design.

Section 2: BAe Jetstream 4100 Series (All Models except 4124)

III. Technical Characteristics and Operating Limitations

1. Type Design Definition

JS-4100/TBS.JAA/2

2. Technical Description

Low wing turboprop transport with conventional tail unit configuration, powered by two turbo propeller engines mounted conventionally above the wings driving five bladed counter-rotating propellers.

3. Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in the aircraft for certification. Master Equipment Register Document No. AWR/063/JM41 and the Illustrated Parts Catalogue contains all equipment approved for installation in the aeroplane.

4. Dimensions

Aircraft	JS-4100 Series	
Length	19.33 m	63 ft. 5.0 in
Wingspan	18.42 m	60 ft. 5.3 in
Height	5.61 m	18 ft. 5.0 in
Wing Area	32.38 m^2	384.5 ft^2

5. Engines

LEFT: TPE 331-14GR Garrett single shaft turbo-propeller. Reduction gear ratio 22.97:1 [output shaft rotates clockwise when viewed from rear].

RIGHT: TPE 331-14HR Garrett single shaft turbo-propeller. Reduction gear ratio 22.93:1 [output shaft rotates anti-clockwise when viewed from rear].

Engine Limits:

Pre Mod JM 41300:
Maximum permissible torque for take-off and continuous operation is 100%. This equates to 1119 KW (1500 SHP) at 100% rotational speed.

Maximum permissible engine rotational speed for normal operation is 101%.

Post Mod JM 41300:
Maximum permissible torque for take-off and continuous operation is 100%. This equates to 1230 KW (1650 SHP) at 100% rotational speed.

Maximum permissible engine rotational speed for normal operation is 101%.

For detailed engine limitations see Aircraft Flight Manual J41.01 and relevant Engine Type Certificate Data Sheet.

6. Auxiliary Power Unit (APU)

Not Applicable.

Section 2: BAe Jetstream 4100 Series (All Models except 4124)

7. Propellers

Pre Mod JM 41300:
McCauley 5 bladed, constant speed, variable pitch 114 inches dia. propellers, type B5JFR36C1101/114GCA-O and C5JFR36C1102/L114GCA-0 rotating clockwise and anti-clockwise respectively when viewed from the rear.

Post Mod JM 41300:
McCauley 5 bladed, constant speed, variable pitch 114 inches dia. propellers, type B5JFR36C1103/114HCA-O and C5JFR36C1104/L114HCA-0 rotating clockwise and anti-clockwise respectively when viewed from the rear.

Notes:
(1) Mod JK42618 permits post Mod JM 41300 propellers to be fitted to aircraft with 1500 shp engines at MTOW of 24,000 lb.

(2) Mod JK42843 permits post Mod JM 41300 propellers to be fitted to aircraft with 1500 shp engines at MTOW of 23,000 lb.

Propeller Limits:

Continuous ground operation between 82% and 90% and below 68% rpm is prohibited.

Except for take-off, continuous ground operation is prohibited when the torque is greater than 60% and the wind is greater than 15 kts unless the wind is from within ±45 degrees of the nose of the aircraft.

For detailed propeller limitations see Aircraft Flight Manual J41.01 and relevant Propeller Type Certificate Data Sheet.

8. Fluids (Fuel / Oil / Additives)

For details of approved fuels, oils and additives refer to the Aircraft Flight Manual J41.01.

9. Fluid Capacities

9.1 Fuel Capacity:

Fuel Capacity	Imp. Gal	US. Gal	Litres	Kg	lb
Usable	727	874	3306	2639	5819
Unusable	4	5	19	15	33
Total	731	879	3325	2654	5852

9.2 Oil Capacity:

Each engine and oil tank combined: 5.68 litres
1.25 Imperial gallons
6 U.S. quarts

10. Air Speeds

Refer to Aircraft Flight Manual J41.01

11. Maximum Operating Altitude

26,000 feet.

25,000 feet [Modifications JK 43414A and B].

12. All Weather Capability

CAT I.

CAT II [Modified Flight Control Computer required].

Section 2: BAe Jetstream 4100 Series (All Models except 4124)

13. Maximum Weights

Pre Mod JM41300:

Condition	Max. Weight (kg)	Max. Weight (lb)
Taxi and Ramp	10,483	23,110
Take-off	10,433	23,000
Landing	10,115	22,300
Sero Fuel	9,389	20,700
Jacking Weight	8,981	19,800

Pre Mod JM41300 or JK42794

Condition	Max. Weight (kg)	Max. Weight (lb)
Taxi and Ramp	10,936	24,110
Take-off	10,886	24,000
Landing	10,569	23,300
Sero Fuel	9,707	21,400
Jacking Weight	8,981	19,800

14. Centre of Gravity Range

Refer to Aircraft Flight Manual J41.01.

15. Datum

Refer to Weight and Balance Manual.

16. Standard Mean Chord (SMC)

1.77m (5 ft. 9.69 in.).

Note: Leading edge of SMC is 7.79m (25 ft. 7.02 in.) aft of Stn. 0

17. Levelling Means

Refer to Weight and Balance Manual.

18. Minimum Flight Crew

Two (Pilot and Co-pilot) for all types of flight.

19. Maximum Passenger Seating Capacity:

30 Passengers

20. Emergency Exits

Location	Type	Size	
		mm	in
One Passenger Entry Door - Left Side (Forward Cabin)	TYPE I	1422 x 737	56 x 29
One Service Door - Right Side (Rear Cabin)	TYPE I	1118 x 508	44 x 20
Two Overwing Emergency Exits - Left and Right Side	TYPE III	914 x 508	36 x 20

Additionally, approved for flight crew emergency evacuation purposes, an openable escape window is installed on the left side of the flight deck.

21. Baggage and Cargo Compartments

Location	Class	Maximum Allowable Load	
		kg	lb
Rear baggage bay	**D**	544	1,200
Ventral pod	**D**	159	350
Forward right stowage	**A**	45	100
Forward left stowage	**A**	23	50

Or as otherwise placarded on the aircraft.

22. Wheels and Tyres

Landing Gear	Hydraulically retractable tricycle.
Track	6.096m (20ft.)
Wheelbase	7.315m (24ft.)
Nose Gear	**2 Wheels per unit**
Tyres	17.5 x 6.25 - 6 (8 Ply).
Maximum Tyre Pressure	2.90 bar (42 psi)
Main Gear	**2 Wheels per unit**
Tyres	22 x 6.75 - 10 (10 Ply).
Maximum Tyre Pressures	8.28 bar (120 psi)
	8.62 bar (125 psi) - Modification JM 41300

Section 2: BAe Jetstream 4100 Series (All Models except 4124)

IV. Operating and Service Instructions

Publications

The following technical publications provide the necessary information to enable the aircraft to be operated safely and maintained satisfactorily:

Publication Type	Publication Reference
Aircraft Flight Manual	J41.01
Manufacturers Operational Manual	SA4.4100/MOM/-
Jetstream 4100 Maintenance Review Board Report	J4100/MRB/1
Manufacturers Maintenance Manual	SA4.4100/AMM/-
Structural Repair Manual	SA4.4100/SRM/400
Wiring Diagram Manual	SA4.4100/WM/-
Illustrated Parts Catalogue	SA4.4100/IPC/-
Weight and Balance Manual	SA4.4100/WBM
Master Minimum Equipment List	SA4.4100/MMEL/400
Manufacturers Service Bulletins approved under the authority of CAA UK Approval DAI/9386/92, DAI/1011/55 or JAR 21 Approval CAA.JA.02034, EASA Part 21 Approval EASA.21J.047 or UK CAA Part 21 Approval UK.21J.0047.	
FAR Part 26 Compliance Source Document for BAE Systems BAe Jetstream 4100 Aircraft	MSD/002/J41

Note: Airworthiness Limitations and Certification Maintenance Requirements are listed in the Manufacturers Maintenance Manual, Chapter 5.

V. UK CAA Part-26 Compliance Information

For all models (except 4124, which is addressed in Section 3), compliance with point 26.300(a) of UK Regulation (EU) 2015/640 Annex 1 (Part-26) has been demonstrated to UK CAA by complying with points

- 26.301 Compliance Plan for (R)TC holders
- 26.302 Fatigue and damage tolerance evaluation
- 26.304 Corrosion prevention and control programme
- 26.305 Continued validity of the continuing structural integrity programme
- 26.306 Fatigue critical baseline structure
- 26.307 Damage tolerance data for existing changes to fatigue-critical structure
- 26.308 Damage tolerance data for existing repairs to fatigue-critical structure
- 26.309 Repair Evaluation Guidelines.

VI. Notes

Cabin interior and Seating Configurations must be approved.

Jetstream 4100 Series aeroplanes were allocated Model Numbers according to the certificating authority of the State of Registry. The following table includes all the Models except Model 4124 which is covered in Section 3.

Section 2: BAe Jetstream 4100 Series (All Models except 4124)

Model Number	**Airworthiness Authority**
No specific Model Number	Members of the JAA (Joint Aviation Authorities)
4101	FAA (USA)
4102	CAA (UK)
4107	CASA (Australia)
4112	Transport Canada
4120	Republic of South Korea
4121	Republic of South Africa
4122	Royal Thai Army

Aeroplanes imported for registration in the UK must comply with a Model Number acceptable to UK CAA.

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Section 3 BAe Jetstream 4100 Series (Model 4124)

I. General

For this Model 4124 the information in Section 2 of this TCDS remains applicable with the exception of the items identified in this Section.

1. Type / Variant or Model

BAe Jetstream 4100 Series Model 4124

Maritime Surveillance and Rescue Variant Modification JM41T-4124 was originally approved by the UK CAA on behalf of the Hong Kong CAA under Airworthiness Approval Note 26187.

This Variant is based on a standard Jetstream 4100 passenger aircraft and has the following additions which are identified by Modification JM41T-4124:

(a) The passenger cabin and rear baggage compartment are replaced and equipped with special role equipment for the maritime surveillance and rescue missions.

(b) The special role equipment includes search radar, FLIR and special communication and navigation systems controlled by mission crew with some duplicated inputs at the flight deck as appropriate.

(c) Three 9g compatible mission crew seats and consoles are provided together with five standard 16g passenger seats.

(d) A reconfigured rear cabin bulkhead is installed with an in-flight access door enabling the rear bay to be used either as a type D baggage compartment or as a mission bay equipped with a "baggage door" modified to be openable in flight and equipped with a flare launcher.

(e) A survey camera installation is provided which requires significant cut outs and reinforcing to the lower pressure shell, floor structure and composite ventral fairing.

(f) The camera cut out necessitates the re-routing of elevator cables and other essential systems in this area.

(g) A forward mounted ventral 360 degree radar scanner and random are installed for the maritime search role together with a nose mounted forward looking infra-red sensor.

(h) The search radar necessitates relocated static ports/piping and reduced rudder travel to maintain certificated performance/handling limits.

(i) Associated additional antennae and relocated antennae necessary for the surveillance roles are provided on the upper and lower fuselage.

(j) Associated additional electrical power and distribution systems are provided for the additional surveillance, communication and navigation systems.

2. Reference Application Date for UK CAA Certification

08 August 1997

3. UK CAA Certification Date

10 December 1998

II. UK CAA Certification Basis

Unchanged from Section 2.

III. Technical Characteristics and Operating Limitations

1. Type Design Definition

JS-4100/CD.4124/1

2. Technical Description

Unchanged.

3. Equipment

Unchanged.

4. Dimensions

Unchanged.

5. Engines

Unchanged.

6. Auxiliary Power Unit (APU)

Unchanged.

7. Propellers

Unchanged.

8. Fluids (Fuel / Oil / Additives)

Unchanged.

9. Fluid Capacities

Unchanged.

10. Air Speeds

Refer to Aircraft Flight Manual J41.01 with Particular Amendment P85.

11. Maximum Operating Altitude

Unchanged.

12. All Weather Capability

Unchanged.

13. Maximum Weights

Unchanged.

14. Centre of Gravity Range

Refer to Aircraft Flight Manual J41.01 with Particular Amendment P85.

15. Datum

Unchanged.

16. Standard Mean Chord (SMC)

Unchanged.

17. Levelling Means

Unchanged.

18. Minimum Flight Crew

Unchanged.

19. Maximum Seating Capacity (Including Crew)

Unchanged.

Note: Limited at certification due to cabin configuration

20. Emergency Exits

Unchanged.

21. Baggage and Cargo Compartments

The forward right hand stowage is not part of the 4124. The rear baggage bay has been modified, to accommodate additional special role equipment, and to allow access from the cabin through an internal door. The D classification is maintained with this door closed.

22. Wheels and Tyres

Unchanged.

IV. Operating and Service Instructions

Publications

The following technical publications provide the necessary information to enable the aircraft to be operated safely and maintained satisfactorily:

Publication Type	**Publication Reference**
Aircraft Flight Manual	J41.01 with Particular Amendment P85, P47 and Supplement 7
Manufacturers Operations Manual	SA4.4100/MOM/414
Jetstream 4100 Maintenance Review Board Report	J4100/MRB/1
Manufacturers Maintenance Manual	SA4.4100/AMM/414
Structural Repair Manual	SA4.4100/SRM/400
Wiring Diagram Manual	SA4.4100/WM/414
Illustrated Parts Catalogue	SA4.4100/IPC/414
Weight and Balance Manual	SA4.4100/WBM/414
Master Minimum Equipment Manual	SA4.4100/MMEL/400
Manufacturers Service Bulletins approved under the authority of CAA UK Approval DAI/1011/55 or JAR 21 Approval CAA.JA.02034, EASA Part 21 Approval EASA.21J.047 or UK CAA Part 21 Approval UK.21J.0047.	
FAR Part 26 Compliance Source Document for BAE Systems BAe Jetstream 4100 Aircraft:	MSD/002/J41

Note: Airworthiness Limitations and Certification Maintenance Requirements are listed in the Manufacturer's Aircraft Maintenance Manual, Chapter 05.

V. UK CAA Part-26 Compliance Information

For Model 4124, compliance with point 26.300(a) of UK Regulation (EU) 2015/640 Annex 1 (Part-26) has been demonstrated to UK CAA by complying with points

- 26.301 Compliance Plan for (R)TC holders
- 26.302 Fatigue and damage tolerance evaluation
- 26.304 Corrosion prevention and control programme
- 26.305 Continued validity of the continuing structural integrity programme
- 26.306 Fatigue critical baseline structure
- 26.307 Damage tolerance data for existing changes to fatigue-critical structure
- 26.308 Damage tolerance data for existing repairs to fatigue-critical structure
- 26.309 Repair Evaluation Guidelines.

VI. Notes

Operational approval for use of the mission equipment is not included and will need to be evaluated by the State of Registry.

Section 4 Administration

I. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
AFM	Aircraft Flight Manual
AMM	Aircraft Maintenance Manual
APU	Auxiliary Power Unit
CRI	Certification Review Item
EASA	European Union Aviation Safety Agency
EWIS	Electrical Wiring Interconnecting Systems
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
ICA	Instructions for Continued Airworthiness
IPC	Illustrated Parts Catalogue
JAR	Joint Aviation Regulations
MMEL	Master Minimum Equipment List
MRB	Maintenance Review Board
PSI	Pounds per Square Inch
SRM	Structural Repair Manual
TC	Type Certificate
TCDS	Type Certificate Data Sheet
TCH	Type Certificate Holder
UK CAA	United Kingdom Civil Aviation Authority
WBM	Weight and Balance Manual
WM	Wiring Manual

Section 4: Administration

II. Type Certificate Holder Record

TCH Record Details	Period
BAE SYSTEMS (Operations) Limited Trading as BAE SYSTEMS Regional Aircraft Prestwick International Airport Monkton KA9 2RW United Kingdom	Present. No Changes

III. Amendment Record

Issue	Date	Changes	TC Issue and Date
1	20 February 2026	Initial Issue of UK.TC.A.00147 The content of the initial issue of this UK CAA TCDS was taken from EASA TCDS No. EASA.A.189 Issue 3 dated 15 January 2015 which was the current EASA version at 31 December 2020 and therefore the version of the TCDS for the BAe Jetstream 4100 Series accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement, except as listed below: • General formatting changes associated with use of CAA TCDS template • Page 1, TC holder name amended to 'BAE SYSTEMS (Operations) Limited Trading as BAE SYSTEMS Regional Aircraft' • Page 1, formatting changes to TCH address • Section 1, subsection I, introduction of new subsection to reflect UK CAA TCDS issue • Section 1, subsection I, item 3 certificating authority changed to 'United Kingdom Civil Aviation Authority' • Section 1, subsection I, item 4, formatting changes to TCH address • Section 2, subsection III, item 3, removed references to specific airworthiness authorities • Section 2, subsection IV, addition of UK.21J.0047 to the list of organisation approvals • Section 2, subsection V, addition of UK CAA Part-26 compliance information • Section 3, subsection IV, addition of UK.21J.0047 to the list of organisation approvals • Section 3, subsection V, addition of UK CAA Part-26 compliance information	Issue 1 20 February 2026