**DEPARTMENT OF TRANSPORTATION**
**FEDERAL AVIATION ADMINISTRATION**

| | |
|---|---|
| | A17EU |
| | Revision 21 |
| | B-N GROUP LTD. |
| BN-2 | BN-2A-21 |
| BN-2A | BN-2A-26 |
| BN-2A-6 | BN-2A-27 |
| BN-2A-8 | BN-2B-20 |
| BN-2A-2 | BN-2B-21 |
| BN-2A-9 | BN-2B-26 |
| BN-2A-3 | BN-2B-27 |
| BN-2A-20 | BN-2T |
| BN-2T-4R | |
| | June 29, 2021 |

TYPE CERTIFICATE DATA SHEET No. A17EU

This data sheet which is part of Type Certificate No. A17EU prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder. B-N Group Ltd.
Bembridge Airport,
Isle of Wight, United Kingdom

Type Certificate Holder Record Pilatus Britten-Norman Limited transferred TC A17EU to B-N Group Ltd. on December 9, 2002

**I. Model BN-2, 10 PCLM (Normal Category), approved December 19, 1967**
**Model BN-2A, 10 PCLM (Normal Category), approved September 5, 1968**
(Model BN-2A is similar to Model BN-2 except for orifice Modification of the main landing gear shock absorbers).

Engines. 2 Lycoming O-540-E4C5 (See NOTE 8)

Fuel. 91/96 minimum grade aviation gasoline; 100L; 100LL.

Engine Limits. For all operations, 2,700 r.p.m (260 hp.).

Propeller and Propeller Limits. Hartzell HC-C2YK-2B/C8477-4, HC-C2YK-2B/C8477A-4, HC-C2YK-2B/8477-4, HC-C2YK-2C/C8477-4, HC-C2YK-2C/C8477A-4 or HC-C2YK-2CF/FC8477A-4 (See NOTE 9)

Diameter range 80" maximum, 78" minimum (No further reduction permitted)
Pitch setting at 30 in. station: See NOTE 17.
Low 12.5° ± .1° High 78.6° ± .5°

Governor: Woodward 210275, F210444, 210715, D210659, B210715, G210659 (See NOTE 10)
Spinner: Hartzell 836-29

Airspeed Limits (IAS)

| | | |
|---|---|---|
| $V_{NE}$ (never exceed) | 183 knots | (210 m.p.h.) |
| $V_{NO}$ (max. structural cruising) | 141 knots | (162 m.p.h.) |
| $V_A$ (maneuvering) | 112 knots | (129 m.p.h.) |
| $V_{FE}$ (flaps extended) | 89 knots | (102 m.p.h.)- (See NOTE 6) |
| $V_{MC}$ (minimum control) | 39 knots | ( 45 m.p.h.) |

| Page No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rev. No. | 21 | 14 | 15 | 15 | 15 | 15 | 15 | 20 | 20 | 20 | 20 | 20 | 20 | 15 |
| Page No. | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | |
| Rev. No. | 15 | 15 | 19 | 17 | 21 | 15 | 19 | 19 | 19 | 19 | 19 | 20 | 20 | |

## I. Model BN-2, Model BN-2A

| | | |
|---|---|---|
| C.G. Range. | Model BN-2 | (+17 in.) to (+25.6 in.) at 4,290 lb.<br>(+21 in.) to (+25.6 in.) at 5,700 lb.<br>Straight line variation between points. |
| | Model BN-2A | (+17 in.) to (+25.6 in.) at 5,030 lb.<br>(+21 in.) to (+25.6 in.) at 6,000 lb.<br>Straight line variation between points. |
| Empty Weight C.G. Range. | None. | |
| Datum. | Wing leading edge (Stn. 134.5 in.) | |
| Maximum Take-off weight<br>Maximum Landing weight | Model BN-2 | 5,700 lb. (See NOTE 4)<br>5,700 lb. |
| Maximum Take-off weight<br>Maximum Landing weight | Model BN-2A | 6,000 lb.<br>6,000 lb. |
| Maximum Zero Fuel Weight. | Model BN-2<br>Model BN-2A | 5,700 lb.<br>5,800 lb. |
| Number of seats. | 10 (2 at -45.2 in.), (2 at -15,0 in.), (2 at + 15.1 in.),<br>(2 at +44.4 in.) and (2 at +72.4 in.) | |
| Maximum Baggage. | 250 lb. (+93 in.) (Pre-Mod. NB/M/426)<br>400 lb. (+93 in.) (Post-Mod. NB/M/426) | |
| Fuel Capacity. | 137 U.S. gal. total (two 68.5 U.S. gal. wing tanks at +27.0 in.)<br>(116 U.S. gal. usable when Fuel Gauging Mod. NB/M/240 is not incorporated)<br>(130 U.S. gal. usable when Fuel Gauging Mod. NB/M/240 is incorporated)<br>(See NOTE 1A) | |
| Oil Capacity. | 24 qt. total (12 U.S. qt. per engine at -2.6 in.)<br>See NOTE 1A | |

Control Surface Movements

| | | | | | |
|---|---|---|---|---|---|
| Wing Flaps | Full Up | 0° (Down) | Full Down | 56° (Down) |
| Aileron | Up | 25° | Down | 15° |
| Elevator | Up | 24° | Down | 17° |
| Elevator trim tab* | Up | 13° | Down | 18° 1/2° |
| Rudder | Right | 30° | Left | 30° |
| Rudder tab | Right | 20° | Left | 20° |

* See NOTE 11.

## II. Model BN-2A-6, 10 PCLM (Normal Category), approved October 22, 1970

(Model BN-2A-6 is similar to Model BN-2A except for aerodynamic refinements to the wing leading edge between the fuselage and engine nacelle) See NOTE 5

| | |
|---|---|
| Engines. | 2 Lycoming O-540-E4C5 (See NOTE 8) |
| Fuel. | 91/96 minimum grade aviation gasoline; 100L; 100LL. |
| Engine Limits. | For all operations 2,700 r.p.m (260 hp.). |

**II. Model BN-2A-6**

Propeller and Propeller Limits.

Hartzell HC-C2YK-2B/C8477-4, HC-C2YK-2B/C8477A-4, HC-C2YK-2B/8477-4, HC-C2YK-2C/C8477-4, HC-C2YK-2C/C8477A-4 or HC-C2YK-2CF/FC8477A-4 *(See NOTE 9)*

Diameter range 80" maximum, 78" minimum (No further reduction permitted)
Pitch setting at 30 in. station: See NOTE 17
Low 12.5° ± .1° High 78.6° ± .5°

Governor: Woodward 21025, F210444, 210715, D210659, B210715, G210659 (See NOTE 10)
Spinner: Hartzell 836-29

Airspeed Limits (IAS)

| | |
|---|---|
| $V_{NE}$ (never exceed) | 177 knots (204 m.p.h.) |
| $V_{NO}$ (max. structural cruising) | 134 knots (154 m.p.h.) |
| $V_A$ (maneuvering) | 107 knots (123 m.p.h.) |
| $V_{FE}$ (flaps extended) | 88 knots (101 m.p.h.) - (See NOTE 6) |
| $V_{MC}$ (minimum control) | 39 knots ( 45 m.p.h.) |

C.G. Range.

(+27.0 in.) to (+25.6 in.) at 5,030 lb.
(+21.0 in.) to (+25.6 in.) at 6,200 lb.
Straight line variation between points.

Empty Weight C.G. Range.

None.

Datum.

0.8 in. behind cambered leading edge between wing and fuselage (Sta. 134.5)

Maximum take-off weight
Maximum landing weight

6,200 lb.
6,200 lb.

Maximum Zero Fuel Weight.

5,800 lb.

Number of seats.

10 (2 at -45.2 in.), (2 at -15,0 in.), (2 at + 15.1 in.), (2 at +44.4 in.) and (2 at +72.4 in.)

Maximum Baggage.

250 lb. (+93 in.) (Pre-Mod. NB/M/426)
400 lb. (+93 in.) (Post-Mod. NB/M/426)

Fuel Capacity.

137 U.S. gal. total (Two 68.5 U.S. gal. wing tanks at +27.0 in.)
(116 U.S. gal. usable when Fuel Gauging Mod. NB/M/240 is not incorporated)
(130 U.S. gal. usable when Fuel Gauging Mod. NB/M/240 is incorporated)
See NOTE 1A

Oil Capacity.

24 U.S. qt. total (12 U.S. qt. per engine at -2.6 in.)
See NOTE 1A

Control Surface Movements.

| | | | | | |
|---|---|---|---|---|---|
| Wing flaps | Full Up | 0º(Down) | Full | Down | 56º(Down) |
| Aileron | Up | 25º | | Down | 15º |
| Elevator | Up | 24º | | Down | 17º |
| Elevator trim tab* | Up | 13º | | Down | 18 1/2º |
| Rudder | Right | 30º | | Left | 30º |
| Rudder tab | Right | 20º | | Left | 20º |

*See NOTE 11.

**III. Model BN-2A-8, 10 PCLM (Normal Category), approved June 28, 1971.**
(Model BN-2A-8 is similar to the Model BN-2A-6 except the wing flaps are drooped 6° when in the full up position) See NOTE 5.

Engines. 2 Lycoming O-540-E4C5 (see NOTE 8)

Fuel. 91/96 minimum grade aviation gasoline; 100L; 100LL

Engine Limits. For all operations 2,700 r.p.m. (260 hp.)

Propeller and Propeller Limits. Hartzell HC-C2YK-3B/C8477-4, HC-C2YK-2B/C8477A-4, HC-C2YK-2B/8477-4, HC-C2YK-2C/C8477-4, HC-C2YK-2C/C8477A-4, or HC-C2YK-2CF/FC8477A-4 (See NOTE 9).

Diameter range 80" maximum, 78" minimum
(No further reduction permitted)
Pitch setting at 30 in. station: See NOTE 17
Low 12.5° ± .1° High 78.6° ± .5°

Governor: Woodward 21075, F210444, 210715, D210659, B210715, G210659 (See NOTE 10)
Spinner: Hartzell 836-29

Airspeed Limits (IAS).

| | |
|---|---|
| $V_{NE}$ (never exceeded) | 177 knots (204 m.p.h.) |
| $V_{NO}$ (maximum structural cruising) | 134 knots (154 m.p.h.) |
| $V_A$ (maneuvering) | 107 knots (123 m.p.h.) |
| $V_{FE}$ (flaps extended) | 88 knots (101 m.p.h.) (see NOTE 6) |
| $V_{MC}$ (minimum control) | 39 knots ( 45 m.p.h.) |

C.G. Range. (+17.0 in.) to (+25.6 in.) at 5,030 lb.
(+21.0 in.) to (+25.6 in.) at 6,200 lb.
Straight line variation between points

Empty Weight C.G. Range. None.

Datum. 0.8 in. behind cambered leading edge between wing and fuselage (Sta. 134.5).

Maximum Take-off Weight. 6,200 lb.
Maximum Landing Weight. 6,200 lb.
Maximum Zero Fuel Weight. 6,150 lb.

Number of Seats. 10 (2 at -45.2 in.), (2 at -15.0 in.), (2 at +15.1 in.), (2 at +44.4 in.) and (2 at +72.4 in.)

Maximum Baggage. 250 lb. (+93 in.) (Pre-Mod. NB/M/426)
400 lb. (+93 in.) (Pre-Mod. NB/M/426)

Fuel Capacity. 137 gal. U.S. total (Two 68.5 U.S. gal. wing tanks at +27.0 in.)
(116 U.S. gal. usable when Fuel Gauging Mod. NB/M/240 is not incorporated)
(130 U.S. gal. usable when Fuel Gauging Mod. NB/M/240 is incorporated)
See NOTE 1A.

Oil Capacity. 24 U.S. qt. total (12 U.S. qt. per engine at -2.6 in.) See NOTE 1A.

Control Surface Movements.

| | | | | |
|---|---|---|---|---|
| Wing flaps | Full Up | 6° (Down) | Full Down | 56° (Down) |
| Aileron | Up | 25° | Down | 15° |
| Elevator | Up | 24° | Down | 17° |
| Elevator trim tab* | Up | 13° | Down | 18 1/2° |
| Rudder | Right | 30° | Left | 30° |
| Rudder tab | Right | 20° | Left | 20° |

**IV. Model BN-2A-2, 10 PCLM (Normal Category), approved June 28, 1971**
(Model BN-2A-2 is similar to Model BN-2A-8 except for the powerplant installation) See NOTE 5.

| | |
|---|---|
| Engines. | 2 Lycoming IO-540-K1B5 (See NOTE 8) |
| Fuel. | 100/130 minimum grade aviation gasoline; 100L; 100LL. |
| Engine Limits. | For all operations 2,700 r.p.m. (300 hp.) |
| Propeller and Propeller Limits. | Hartzell HC-C2YK-2B/C8477-4, HC-C2YK-2B/C8477A-4, HC-C2YK-2B/8477-4, HC-C2YK-2C/C8477-4, HC-C2YK-2C/C8477A-4 or HC-C2YK-2CF/FC8477A-4 (See NOTE 9)<br>Diameter range 80" maximum, 78" minimum<br>(No further reduction permitted) See NOTE 12.<br>Pitch setting at 30 in. station: See NOTE 17<br>Low 12.5º ± .1º High 78.6º ± .5º<br>Governor: Woodward 210275, F210444, 210715, D210659, B210715, G210659 (See NOTE 10)<br>Spinner: Hartzell 836-29<br>Placard required: "Manifold pressure must not exceed 23 in. Hg. at engine speeds below 2200 r.p.m." |

| Airspeed Limits (IAS). | | |
|---|---|---|
| | $V_{NE}$ (never exceed) | 184 knots (212 m.p.h.) |
| | $V_{NO}$ (max. structural cruising) | 141 knots (162 m.p.h.) |
| | $V_A$ (maneuvering) | 107 knots (123 m.p.h.) |
| | $V_{FE}$ (flaps extended) | 88 knots (101 m.p.h.)-(See NOTE 6) |
| | $V_{MC}$ (minimum control) | 39 knots ( 45 m.p.h) |

| | |
|---|---|
| C.G. Range. | (+17.0 in.) to (+25.6 in.) at 5,030 lb.<br>(+21.0 in.) to (+25.6 in.) at 6,300 lb.<br>Straight line variation between points. |
| Empty Weight C.G. Range. | None |
| Datum. | 0.8 in. behind cambered leading edge between wing and fuselage (Sta. 134.5) |
| Maximum Take-off Weight. | 6,300 lb. |
| Maximum Landing Weight. | 6,300 lb. |
| Maximum Zero Fuel Weight. | 6,150 lb. |
| Number of Seats. | 10 (2 at -45.2 in.), (2 at -15.0 in.), (2 at +15.1 in.), (2 at +44.4 in.), and (2 at +72.4 in.) |
| Maximum Baggage. | 250 lb. (+93 in.) (Pre-Mod. NB/M/426)<br>400 lb. (+93 in.) (Post-Mod. NB/M/426) |
| Fuel Capacity. | 137 U.S. gal. total (two 68.5 U.S. gal. wing tanks at +27.0 in.)<br>(116 U.S. gal. usable when Fuel Gauging Mod. NB/M/240 is not incorporated)<br>(130 U.S. gal. usable when Fuel Gauging Mod NB/M/240 is incorporated)<br>See NOTE 1A. |
| Oil Capacity. | 24 U.S. qt. total (12 U.S. qt. per engine at -2.6 in.) See NOTE 1A. |

| Control Surface Movements | | | | | |
|---|---|---|---|---|---|
| | Wing Flaps | Full Up | 6º(Down) | Full Down | 56º(Down) |
| | Aileron | Up | 25º | Down | 15º |
| | Elevator | Up | 24º | Down | 17º |
| | Elevator trim tab* | Up | 13º | Down | 18 1/2º |
| | Rudder | Right | 30º | Left | 30º |
| | Rudder tab | Right | 20º | Left | 20º |

*See NOTE 11.

**V. Model BN-2A-9, 10 PCLM (Normal Category), approved May 30, 1972**

(Model BN-2A-9 is similar to the Model BN-2A-8 except that wing tip fuel tanks are installed in accordance with Modification NB/M/364) See NOTE 5.

| | |
|---|---|
| Engines. | 2 Lycoming O-540-E4C5 (See NOTE 8) |
| Fuel. | 91/96 minimum grade aviation gasoline; 100L; 100LL. |
| Engine Limits. | For all operations 2,700 r.p.m. (260 hp.) |
| Propeller and Propeller Limits. | Hartzell HC-C2YK-2B/C8477-4, HC-C2YK-2B/C8477A-4, HC-C2YK-2B/8477-4, HC-C2YK-2C/C8477-4, HC-C2YK-2C/C8477A-4, or HC-C2YK-2CF/FC8477A-4 (See NOTE 9)<br>Diameter range 80" maximum, 78" minimum<br>(No further reduction permitted)<br>Pitch setting at 30 in. station: See NOTE 17<br>Low 12.5º ± .1º High 78.6º ± .5º<br>Governor: Woodward 210275, F210444, 210715, D210659, B210715, G210659 (See NOTE 10)<br>Spinner: Hartzell 836-29 |

| Airspeed Limits (IAS). | | |
|---|---|---|
| | $V_{NE}$ (never exceed) | 177 knots (204 m.p.h.) |
| | $V_{NO}$ (max. structural cruising) | 134 knots (154 m.p.h.) |
| | $V_A$ (maneuvering) | 107 knots (123 m.p.h.) |
| | $V_{FE}$ (flaps extended) | 88 knots (101 m.p.h.) (See NOTE 6) |
| | $V_{MC}$ (minimum control) | 39 knots ( 45 m.p.h) |

| | |
|---|---|
| C.G. Range. | (+17.0 in.) to (+25.6 in.) at 5,030 lb.<br>(+21.0 in.) to (+25.6 in.) at 6,300 lb.<br>Straight line variation between points. |
| Empty Weight C.G. Range | None |
| Datum. | 0.8 in. behind cambered leading edge between wing and fuselage (Sta. 134.5) |
| Maximum Take-off Weight | 6,300 lb. |
| Maximum Landing Weight. | 6,300 lb. |
| Maximum Zero Fuel Weight. | 5,810 lb. |
| Number of Seats. | 10 (2 at -45.2 in.), (2 at -15.0 in.), (2 at +15.1 in.), (2 at +44.4 in.), and (2 at +72.4 in.) |
| Maximum Baggage. | 250 lb. (+93 in.) (Pre-Mod. NB/M/426)<br>400 lb. (+93 in.) (Post-Mod. NB/M/426) |
| Fuel Capacity. | 196 U.S. gal. total (two 68.5 U.S. gal. wing tanks at +27.0 in. and two 29.5 U.S. gal. wing tip tanks at +34.7 in.)<br>(190 U.S. gal. usable)<br>See NOTE 1C |
| . Oil Capacity. | 24 U.S. qt. total (12 U.S. qt. per engine at -2.6 in.) See NOTE 1C. |

Control Surface Movements

| | | | | |
|---|---|---|---|---|
| Wing Flaps | Full Up | 6º(Down) | Full Down | 56º(Down) |
| Aileron | Up | 25º | Down | 15º |
| Elevator | Up | 24º | Down | 17º |
| Elevator Trim Tab* | Up | 13º | Down | 18 1/2º |
| Rudder | Right | 30º | Left | 30º |
| Rudder Tab | Right | 20º | Left | 20º |

*See NOTE 11.

**VI. Model BN-2A-3, 10 PCLM (Normal Category), approved May 30, 1972** (Model BN-2A-3 is similar to the Model BN-2A-2 except that wing tip fuel tanks are fitted to Modification NB/M/364) See NOTE 5.

Engines. 2 Lycoming IO-540-K1B5 (See NOTE 8)

Fuel. 100/130 minimum grade aviation gasoline; 100L; 100LL

Engine Limits. For all operations 2,700 r.p.m. (300 hp.)

Propeller and Propeller Limits.
Hartzell HC-C2YK-2B/C8477-4, HC-C2YK-2B/C8477A-4, HC-C2YK-2B/8477-4, HC-C2YK-2C/C8477-4, HC-C2YK-2C/C8477A-4, or HC-C2YK-2CF/FC8477A-4 (See NOTE 9)
Diameter range 80" maximum, 78" minimum (No further reduction permitted) See NOTE 12.
Pitch setting at 30 in. station: See NOTE 17.
Low 12.5º ± .1º High 78.6º ± .5º
Governor: Woodward 210275, F210444, 210715, D210659, B210715, G210659 (See NOTE 10)
Spinner: Hartzell 836-29
Placard required: "Manifold pressure must not exceed 23 in. Hg. at engine speeds below 2200 r.p.m."

Airspeed Limits (IAS).

| | | |
|---|---|---|
| $V_{NE}$ | (never exceed) | 184 knots (212 m.p.h.) |
| $V_{NO}$ | (max. structural cruising) | 141 knots (162 m.p.h.) |
| $V_A$ | (maneuvering) | 107 knots (123 m.p.h.) |
| $V_{FE}$ | (flaps extended) | 88 knots (101 m.p.h.) (See NOTE 6) |
| $V_{MC}$ | (minimum control) | 39 knots ( 45 m.p.h) |

C.G. Range.
(+17.0 in.) to (+25.6 in.) at 5,030 lb.
(+21.0 in.) to (+25.6 in.) at 6,300 lb.
Straight line variation between points.

Empty Weight C.G. Range. None.

Datum. 0.8 in. behind cambered leading edge between wing and fuselage (Sta. 134.5)

Maximum Take-off Weight. 6,300 lb.
Maximum Landing Weight. 6,300 lb.
Maximum Zero Fuel Weight. 5,810 lb.

Number of Seats. 10 (2 at -45.2 in.), (2 at -15.0 in.), (2 at +15.1 in.), (2 at +44.4 in.), and (2 at +72.4 in.)

Maximum Baggage.
250 lb. (+93 in.) (Pre-Mod. NB/M/426)
400 lb. (+93 in.) (Post-Mod. NB/M/426)

Fuel Capacity.
196 U.S. gal. total (two 68.6 U.S. gal. wing tanks at +27.0 in. and two 29.5 U.S. gal. wing tip tanks at +34.7 in.)
(190 U.S. gal. usable)
See NOTE 1C

Oil Capacity. 24 U.S. qt. total (12 U.S. qt. per engine at -2.6 in.) See NOTE 1C.

Control Surface Movements.

| | | | | |
|---|---|---|---|---|
| Wing Flaps | Full Up | 6º(Down) | Full Down | 56º(Down) |
| Aileron | Up | 25º | Down | 15º |
| Elevator | Up | 24º | Down | 17º |
| Elevator Trim Tab* | Up | 13º | Down | 18 1/2º |
| Rudder | Right | 30º | Left | 30º |
| Rudder Tab | Right | 20º | Left | 20º |

*See NOTE 11.

**VII. <u>Model BN-2A-20, 10 PCLM (Normal Category), approved May 16, 1974</u>** (Model BN-2A-20 is similar to the Model BN-2A-2 except that stiffeners are added to the engine firewalls to Modification NB/M/631) .

| | |
|---|---|
| Engines. | 2 Lycoming IO-540-K1B5 (See NOTE 8) |
| Fuel. | 100/130 minimum grade aviation gasoline; 100L; 100LL. |
| Engine Limits. | For all operations 2,700 r.p.m. (300 hp.) |
| Propeller and Propeller Limits. | Hartzell HC-C2YK-2B/C8477-4, HC-C2YK-2B/C8477A-4, HC-C2YK-2B/8477-4, HC-C2YK-2C/C8477-4, HC-C2YK-2C/C8477A-4, or HC-C2YK-2CF/FC8477A-4 (See NOTE 9)<br>Diameter range 80" maximum, 78" minimum (No further reduction permitted) See NOTE 12.<br>Pitch setting at 30 in. station: See NOTE 17.<br>Low 12.5º ± .1º High 78.6º ± .5º<br>Governor: Woodward 210275, F210444, 210715, D210659, B210715, G210659 (See NOTE 10)<br>Spinner: Hartzell 836-29<br>Placard required: "Manifold pressure must not exceed 23 in. Hg. at engine speeds below 2200 r.p.m." |

| Airspeed Limits (IAS). | | |
|---|---|---|
| | $V_{NE}$ (never exceed) | 184 knots (212 m.p.h.) |
| | $V_{NO}$ (max. structural cruising) | 141 knots (162 m.p.h.) |
| | $V_A$ (maneuvering) | 107 knots (123 m.p.h.) |
| | $V_{FE}$ (flaps extended) | 88 knots (101 m.p.h.) (See NOTE 6) |
| | $V_{MC}$ (minimum control) | 39 knots ( 45 m.p.h) |

| | |
|---|---|
| C.G. Range. | (+17.0 in.) to (+25.6 in.) at 5,030 lb.<br>(+20.9 in.) to (+25.6 in.) at 6,560 lb.<br>Straight line variation between points. |
| Empty Weight C.G. Range. | None |
| Datum. | 0.8 in. behind cambered leading edge between wing and fuselage (Sta. 134.5) |
| Maximum Take-off Weight. | 6,560 lb. |
| Maximum Landing Weight. | 6,300 lb. (See NOTE 20) |
| Maximum Zero Fuel Weight. | 6,300 lb. |
| Number of Seats. | 10 (2 at -45.2 in.), (2 at -15.0 in.), (2 at +15.1 in.), (2 at +44.4 in.), and (2 at +72.4 in.) |
| Maximum Baggage. | 250 lb. (+93 in.) (Pre-Mod. NB/M/426)<br>400 lb. (+93 in.) (Post-Mod. NB/M/426) |
| Fuel Capacity. | 137 U.S. gal. total (two 68.5 U.S. gal. wing tanks at +27.0 in.)<br>(116 U.S. gal. usable when Fuel Gauging Mod. NB/M/240 is not incorporated)<br>(130 U.S. gal. usable when Fuel Gauging Mod NB/M/240 is incorporated)<br>See NOTE 1A. |
| Oil Capacity. | 24 U.S. qt. total (12 U.S. qt. per engine at -2.6 in.) See NOTE 1A. |

| Control Surface Movements. | | | | |
|---|---|---|---|---|
| | Wing Flaps | Full Up 6º(Down) | Full Down | 56º(Down) |
| | Aileron | Up 25º | Down | 15º |
| | Elevator | Up 24º | Down | 17º |
| | Elevator Trim Tab* | Up 13º | Down | 18 1/2º |
| | Rudder | Right 30º | Left | 30º |
| | Rudder Tab | Right 20º | Left | 20º |

*See NOTE 11.

**VIII. Model BN-2A-21, 10 PCLM (Normal Category), approved May 16, 1974** (Model BN-2A-21 is similar to the Model BN-2A-3 except that stiffeners are added to the engine firewalls to Modification NB/M/631)

| | |
|---|---|
| Engines. | 2 Lycoming IO-540-K1B5 (See NOTE 8) |
| Fuel. | 100/130 minimum grade aviation gasoline; 100L; 100LL. |
| Engine Limits. | For all operations 2,700 r.p.m. (300 hp.) |
| Propeller and Propeller Limits. | Hartzell HC-C2YK-2B/C8477-4, HC-C2YK-2B/C8477A-4, HC-C2YK-2B/8477-4, HC-C2YK-2C/C8477-4, HC-C2YK-2C/C8477A-4, or HC-C2YK-2CF/FC8477A-4 (See NOTE 9)<br>Diameter range 80" maximum, 78" minimum (No further reduction permitted) See NOTE 12.<br>Pitch setting at 30 in. station: See NOTE 17.<br>Low 12.5º ± .1º High 78.6º ± .5º<br>Governor: Woodward 210275, F210444, 210715, D210659, B210715, G210659 (See NOTE 10)<br>Spinner: Hartzell 836-29<br>Placard required: "Manifold pressure must not exceed 23 in. Hg. at engine speeds below 2200 r.p.m." |

| Airspeed Limits (IAS). | | |
|---|---|---|
| | $V_{NE}$ (never exceed) | 184 knots (212 m.p.h.) |
| | $V_{NO}$ (max. structural cruising) | 141 knots (162 m.p.h.) |
| | $V_A$ (maneuvering) | 107 knots (123 m.p.h.) |
| | $V_{FE}$ (flaps extended) | 88 knots (101 m.p.h.) (See NOTE 6) |
| | $V_{MC}$ (minimum control) | 39 knots ( 45 m.p.h) |

| | |
|---|---|
| C.G. Range. | (+17.0 in.) to (+25.6 in.) at 5,030 lb.<br>(+21.0 in.) to (+25.6 in.) at 6,600 lb.<br>Straight line variation between points. |
| Empty Weight C.G. Range. | None |
| Datum. | 0.8 in. behind cambered leading edge between wing and fuselage (Sta. 134.5) |
| Maximum Take-off Weight. | 6,600 lb. |
| Maximum Landing Weight. | 6,300 lb. (See NOTE 20) |
| Maximum Zero Fuel Weight. | 5,910 lb. |
| Number of Seats. | 10 (2 at -45.2 in.), (2 at -15.0 in.), (2 at +15.1 in.), (2 at +44.4 in.), and (2 at +72.4 in.) |
| Maximum Baggage. | 250 lb. (+93 in.) (Pre-Mod. NB/M/426)<br>400 lb. (+93 in.) (Post-Mod. NB/M/426) |
| Fuel Capacity. | 196 U.S. gal. total (two 68.5 U.S. gal. wing tanks at +27.0 in. and two 29.5 U.S. gal. wing tip tanks at +34.7 in.)<br>(190 U.S. gal. usable)<br>See NOTE 1C |
| Oil Capacity. | 24 U.S. qt. total (12 U.S. qt. per engine at -2.6 in.) See NOTE 1C. |

Control Surface Movements.

| | | | | |
|---|---|---|---|---|
| Wing Flaps | Full Up | 6º(Down) | Full Down | 56º(Down) |
| Aileron | Up | 25º | Down | 15º |
| Elevator | Up | 24º | Down | 17º |
| Elevator Trim Tab* | Up | 13º | Down | 18 1/2º |
| Rudder | Right | 30º | Left | 30º |
| Rudder Tab | Right | 20º | Left | 20º |

*See NOTE 11.

**IX. Model BN-2A-26, 10 PCLM (Normal Category), approved April 6, 1977**
(Model BN-2A-26 is similar to Model BN-2A-8 except that stiffeners are added to the engine firewalls to Modification NB/M/631) See NOTE 5.

| | |
|---|---|
| Engines. | 2 Lycoming O-540-E4C5 (See NOTE 8) |
| Fuel. | 91/96 minimum grade aviation gasoline; 100L; 100LL. |
| Engine Limits. | For all operations 2,700 r.p.m. (260 hp.) |
| Propeller and Propeller Limits. | Hartzell HC-C2YK-2B/C8477-4, HC-C2YK-2B/C8477A-4, HC-C2YK-2B/8477-4, HC-C2YK-2C/C8477-4, HC-C2YK-2C/C8477A-4, or HC-C2YK-2CF/FC8477A-4 (See NOTE 9)<br><br>Diameter range 80" maximum 78" minimum (No further reduction permitted)<br>Pitch setting at 30 in. station: See NOTE 17.<br>Low 12.5º ± .1º High 78.6º ± .5º<br>Governor: Woodward 210275, F210444, 210715, D210659, B210715, G210659 (See NOTE 10)<br>Spinner: Hartzell 836-29 |

| Airspeed Limits (IAS). | | |
|---|---|---|
| | $V_{NE}$ (never exceed) | 177 knots (204 m.p.h.) |
| | $V_{NO}$ (max. structural cruising) | 134 knots (154 m.p.h.) |
| | $V_A$ (maneuvering) | 107 knots (123 m.p.h.) |
| | $V_{FE}$ (flaps extended -56º) | 88 knots (101 m.p.h.) |
| | $V_{FE}$ (flaps extended -25º) | 114 knots (131 m.p.h.) |
| | $V_{MC}$ (minimum control) | 39 knots ( 45 m.p.h) |

| | |
|---|---|
| C.G. Range. | (+17.0 in.) to (+25.6 in.) at 5,030 lb.<br>(+21.0 in.) to (+25.6 in.) at 6,200 lb.<br>Straight line variation between points. |
| Empty Weight C.G. Range. | None |
| Datum. | 0.8 in. behind cambered leading edge between wing and fuselage (Sta. 134.5) |
| Maximum Take-off Weight. | 6,200 lb. |
| Maximum Landing Weight. | 6,200 lb. (See NOTE 20) |
| Maximum Zero Fuel Weight. | 6,200 lb. |
| Number of Seats. | 10 (2 at -45.2 in.), (2 at -15.0 in.), (2 at +15.1 in.), (2 at +44.4 in.), and (2 at +72.4 in.) |
| Maximum Baggage. | 250 lb. (+93 in.) (Pre-Mod. NB/M/426)<br>400 lb. (+93 in.) (Post-Mod. NB/M/426) (See NOTE 7) |
| Fuel Capacity. | 137 U.S. gal. total (two 68.5 U.S. wing tanks at +27.0 in.)<br>(116 U.S. gal. usable when Fuel Gauging Modification NB/M/240 is no incorporated)<br>(130 U.S. gal. usable when Fuel Gauging Modification NB/M/240 is incorporated)<br>See NOTE 1A. |
| Oil Capacity. | 24 U.S. qt. total (12 U.S. qt. per engine at -2.6 in.) See NOTE 1A. |

| Control Surface Movements. | | | | | |
|---|---|---|---|---|---|
| | Wing Flaps | Full Up | 6º(Down) | Full Down | 56º(Down) |
| | Aileron | Up | 25º | Down | 15º |
| | Elevator | Up | 24º | Down | 17º |
| | Elevator Trim Tab* | Up | 13º | Down | 18 1/2º |
| | Rudder | Right | 30º | Left | 30º |
| | Rudder Tab | Right | 20º | Left | 20º |

*See NOTE 11.

**X. Model BN-2A-27, 10 PCLM (Normal Category), approved April 6, 1977** (Model BN-2A-27 is similar to Model BN-2A-9 except that stiffeners are added to the engine firewalls to Modification NB/M/631). See Note 5.

| | |
|---|---|
| Engines. | 2 Lycoming O-540-E4C5 (See NOTE 8) |
| Fuel. | 91/96 minimum grade aviation gasoline; 100L; 100LL. |
| Engine Limits. | For all operations 2,700 r.p.m. (260 hp.) |
| Propeller and Propeller Limits. | Hartzell HC-C2YK-2B/C8477-4, HC-C2YK-2B/C8477A-4, HC-C2YK-2B/8477-4, HC-C2YK-2C/C8477-4, HC-C2YK-2C/C8477A-4, or HC-C2YK-2CF/FC8477A-4 (See NOTE 9)<br><br>Diameter range 80" maximum, 78" minimum (No further reduction permitted)<br>Pitch setting at 30 in. station: See NOTE 17.<br>Low 12.5º ± .1º High 78.6º ± .5º<br>Governor: Woodward 210275, F210444, 210715, D210659, B210715, G210659 (See NOTE 10)<br>Spinner: Hartzell 836-29 |
| Airspeed Limits (IAS). | VNE (never exceed) 177 knots (204 m.p.h.)<br>VNO (max. structural cruising) 134 knots (154 m.p.h.)<br>VA (maneuvering) 107 knots (123 m.p.h.)<br>VFE (flaps extended -56º) 88 knots (101 m.p.h.)<br>VFE (flaps extended -25º) 114 knots (131 m.p.h.)<br>VMC (minimum control) 39 knots ( 45 m.p.h) |
| C.G. Range. | (+17.0 in.) to (+25.6 in.) at 5,030 lb.<br>(+21.0 in.) to (+25.6 in.) at 6,360 lb.<br>Straight line variation between points. |
| Empty Weight C.G. Range. | None |
| Datum. | 0.8 in. behind cambered leading edge between wing and fuselage (Sta. 134.5) |
| Maximum Take-off Weight.<br>Maximum Landing Weight.<br>Maximum Zero Fuel Weight. | 6,360 lb.<br>6,300 lb. (See NOTE 20)<br>5,910 lb. |
| Number of Seats. | 10 (2 at -45.2 in.), (2 at -15.0 in.), (2 at +15.1 in.), (2 at +44.4 in.), and (2 at +72.4 in.) |
| Maximum Baggage. | 250 lb. (+93 in.) (Pre-Mod. NB/M/426)<br>400 lb. (+93 in.) (Post-Mod. NB/M/426)<br>See NOTE 7. |
| Fuel Capacity. | 196 U.S. gal. total (two 68.5 U.S. gal. main tanks at +27.0 in. and two 29.5 U.S. gal. wing tip tanks at +34.7 in.)<br>(190 U.S. gal. usable)<br>See NOTE 1C |
| Oil Capacity. | 24 U.S. qt. total (12 U.S. qt. per engine at -2.6 in.) See NOTE 1C. |

Control Surface Movements.

| | | | | |
|---|---|---|---|---|
| Wing Flaps | Full Up | 6º(Down) | Full Down | 56º(Down) |
| Aileron | Up | 25º | Down | 15º |
| Elevator | Up | 24º | Down | 17º |
| Elevator Trim Tab* | Up | 13º | Down | 18 1/2º |
| Rudder | Right | 30º | Left | 30º |
| Rudder Tab | Right | 20º | Left | 20º |

*See NOTE 11.

## XI. Model BN-2B-20, 10 PCLM (Normal Category), approved September 24, 1979

(Model BN-2B-20 is similar to Model BN-2A-20 except for the improvements introduced by Modification NB/M/982) See NOTE 13

| | |
|---|---|
| Engines. | 2 Lycoming IO-540-K1B5 (See NOTE 8) |
| Fuel. | 100/130 minimum grade aviation gasoline; 100L; 100LL. |
| Engine Limits. | For all operations 2,700 r.p.m. (300 hp.) (See Note 19). |
| Propeller and Propeller Limits. | Hartzell HC-C2YK-2B/C8477-4, HC-C2YK-2B/C8477A-4, HC-C2YK-2B/8477-4, HC-C2YK-2C/C8477-4, HC-C2YK-2C/C8477A-4, or HC-C2YK-2CF/FC8477A-4 (See NOTE 9 and 19).<br>Diameter range 80" maximum, 78" minimum (No further reduction permitted) (See NOTE 12).<br>Pitch setting at 30 in. station: (See NOTE 17).<br>Low 12.5º ± .1º High 78.6º ± .5º<br>Governor: Woodward 210275, F210444, 210715, D210659, B210715, G210659 (See NOTE 10).<br>Spinner: Hartzell 836-29<br>Placard required: "Manifold pressure must not exceed 23 in. Hg. at engine speeds below 2250 r.p.m." |

| Airspeed Limits (IAS). | | |
|---|---|---|
| | $V_{NE}$ (never exceed) | 184 knots (212 m.p.h.) |
| | $V_{NO}$ (max. structural cruising) | 141 knots (162 m.p.h.) |
| | $V_A$ (maneuvering) | 107 knots (123 m.p.h.) |
| | $V_{FE}$ (flaps extended -56º) | 88 knots (101 m.p.h.) |
| | $V_{FE}$ (flaps extended -25º) | 114 knots (131 m.p.h.) |
| | $V_{MC}$ (minimum control) | 40 knots ( 46 m.p.h) (See NOTE 19) |

| | |
|---|---|
| C.G. Range. | (+17.0 in.) to (+25.6 in.) at 5,030 lb.<br>(+20.9 in.) to (+25.6 in.) at 6,560 lb.<br>Straight line variation between points. |
| Empty Weight C.G. Range. | None |
| Datum. | 0.8 in. behind cambered leading edge between wing and fuselage (Sta. 134.5) |
| Maximum Take-off Weight. | 6,560 lb. |
| Maximum Landing Weight. | 6,560 lb. |
| Maximum Zero Fuel Weight. | 6,300 lb. |
| Number of Seats. | 10 (2 at -45.2 in.), (2 at -15.0 in.), (2 at +15.1 in.), (2 at +44.4 in.), and (2 at +72.4 in.) |
| Maximum Baggage. | 400 lb. (+121 in.) |
| Fuel Capacity. | 137 U.S. gal. total (two 68.5 U.S. wing tanks at +27.0 in.)<br>(130 U.S. gal. usable and 42 lb. unusable at +27 in.) |
| Oil Capacity. | 24 U.S. qt. total (12 U.S. qt. per engine at -2.6 in.) See NOTE 1B. |

Control Surface Movements.

| | | | | |
|---|---|---|---|---|
| Wing Flaps | Full Up | 6º(Down) | Full Down | 56º(Down) |
| Aileron | Up | 25º | Down | 15º |
| Elevator | Up | 24º | Down | 17º |
| Elevator Trim Tab* | Up | 6 1/4º | Down | 18 1/2º ** |
| Rudder | Right | 30º | Left | 30º |
| Rudder Tab | Right | 20º | Left | 20º |

*See NOTE 11. **See NOTE 15.

**XII. Model BN-2B-21, 10 PCLM (Normal Category), approved September 24, 1979**
(Model BN-2B-21 is similar to the Model BN-2A-21 except for the improvements introduced by Modification NB/M/983) See Note 13.

| | |
|---|---|
| Engines. | 2 Lycoming IO-540-K1B5 (See NOTE 8) |
| Fuel. | 100/130 minimum grade aviation gasoline; 100L;100LL |
| Engine Limits. | For all operations 2,700 r.p.m. (300 hp.) (See Note 19). |
| Propeller and Propeller Limits. | Hartzell HC-C2YK-2B/C8477-4, HC-C2YK-2B/C8477A-4, HC-C2YK-2B/8477-4, HC-C2YK-2C/C8477-4, HC-C2YK-2C/C8477A-4, or HC-C2YK-2CF/FC8477A-4 (See NOTE 9 and 19).<br>Diameter range 80" maximum, 78" minimum (No further reduction permitted) (See NOTE 12).<br>Pitch setting at 30 in. station: See NOTE 17.<br>Low 12.5º ± .1º High 78.6º ± .5º<br>Governor: Woodward 210275, F210444, 210715, D210659, B210715, G210659 (See NOTE 10)<br>Spinner: Hartzell 836-29<br>Placard required: "Manifold pressure must not exceed 23 in. Hg. at engine speeds below 2250 r.p.m." |
| Airspeed Limits (IAS). | $V_{NE}$ (never exceed) 184 knots (212 m.p.h.)<br>$V_{NO}$ (max. structural cruising) 141 knots (162 m.p.h.)<br>$V_A$ (maneuvering) 107 knots (123 m.p.h.)<br>$V_{FE}$ (flaps extended -56º) 88 knots (101 m.p.h.)<br>$V_{FE}$ (flaps extended -25º) 114 knots (131 m.p.h.)<br>$V_{MC}$ (minimum control) 40 knots ( 46 m.p.h) (See NOTE 19) |
| C.G. Range. | (+17.0 in.) to (+25.6 in.) at 5,030 lb.<br>(+21.0 in.) to (+25.6 in.) at 6,600 lb.<br>Straight line variation between points. |
| Empty Weight C.G. Range. | None |
| Datum. | 0.8 in. behind cambered leading edge between wing and fuselage (Sta. 134.5) |
| Maximum Take-off Weight.<br>Maximum Landing Weight.<br>Maximum Zero Fuel Weight. | 6,600 lb.<br>6,600 lb.<br>5,910 lb. |
| Number of Seats. | 10 (2 at -45.2 in.), (2 at -15.0 in.), (2 at +15.1 in.), (2 at +44.4 in.), and (2 at +72.4 in.) |
| Maximum Baggage. | 400 lb. (+121 in.) |
| Fuel Capacity. | 196 U.S. gal. total (two 68.5 U.S. gal. main tanks at +27.0 in. and two 29.5 U.S. gal. wing tip tanks at +34.7 in.)<br>(190 U.S. gal. usable and 44 lb. unusable at +31.2 in.) |
| Oil Capacity. | 24 U.S. qt. total (12 U.S. qt. per engine at -2.6 in.) See NOTE 1C. |

Control Surface Movements.

| | | | | |
|---|---|---|---|---|
| Wing Flaps | Full Up | 6º(Down) | Full Down | 56º(Down) |
| Aileron | Up | 25º | Down | 15º |
| Elevator | Up | 24º | Down | 17º |
| Elevator Trim Tab* | Up | 6 1/4º | Down | 18 1/2º ** |
| Rudder | Right | 30º | Left | 30º |
| Rudder Tab | Right | 20º | Left | 20º |

*See NOTE 11. **See NOTE 15.

**XIII. Model BN-2B-26, 10 PCLM (Normal Category), approved September 24, 1979**
(Model BN-2B-26 is similar to Model BN-2A-26 except for the improvements introduced by Modification NB/M/984) See Note 13.

| | |
|---|---|
| Engines. | 2 Lycoming O-540-E4C5 (See NOTE 8) |
| Fuel. | 91/96 minimum grade aviation gasoline; 100L;100LL |
| Engine Limits. | For all operations 2,700 r.p.m. (260 hp.) |
| Propeller and Propeller Limits. | Hartzell HC-C2YK-2B/C8477-4, HC-C2YK-2B/C8477A-4, HC-C2YK-2B/8477-4, HC-C2YK-2C/C8477-4, HC-C2YK-2C/C8477A-4, or HC-C2YK-2CF/FC8477A-4 (See NOTE 9)<br><br>Diameter range 80" maximum, 78" minimum (No further reduction permitted)<br>Pitch setting at 30 in. station: See NOTE 17<br>Low 12.5º ± .1º High 78.6º ± .5º<br><br>Governor: Woodward 210275, F210444, 210715, D210659, B210715, G210659 (See NOTE 10)<br>Spinner: Hartzell 836-29 (See NOTE 12 and 16) |

| Airspeed Limits (IAS). | | |
|---|---|---|
| | $V_{NE}$ (never exceed) | 184 knots (212 m.p.h.) |
| | $V_{NO}$ (max. structural cruising) | 141 knots (162 m.p.h.) |
| | $V_A$ (maneuvering) | 107 knots (123 m.p.h.) |
| | $V_{FE}$ (flaps extended -56º) | 88 knots (101 m.p.h.) |
| | $V_{FE}$ (flaps extended -25º) | 114 knots (131 m.p.h.) |
| | $V_{MC}$ (minimum control) | 40 knots ( 46 m.p.h) |

| | |
|---|---|
| C.G. Range. | (+17.0 in.) to (+25.6 in.) at 5,030 lb.<br>(+21.0 in.) to (+25.6 in.) at 6,200 lb.<br>Straight line variation between points. |
| Empty Weight C.G. Range. | None |
| Datum. | 0.8 in. behind cambered leading edge between wing and fuselage (Sta. 134.5) |
| Maximum Take-off Weight. | 6,200 lb. |
| Maximum Landing Weight. | 6,200 lb. |
| Maximum Zero Fuel Weight. | 6,200 lb. |
| Number of Seats. | 10 (2 at -45.2 in.), (2 at -15.0 in.), (2 at +15.1 in.), (2 at +44.4 in.), and (2 at +72.4 in.) |
| Maximum Baggage. | 400 lb. (+121 in.) |
| Fuel Capacity. | 137 U.S. gal. total (two 68.5 U.S. wing tanks at +27.0 in.)<br>(130 U.S. gal. usable and 42 lb. unusable at +27 in.) |
| Oil Capacity. | 24 U.S. qt. total (12 U.S. qt. per engine at -2.6 in.)<br>See NOTE 1B. |

| Control Surface Movements. | | | | | |
|---|---|---|---|---|---|
| | Wing Flaps | Full Up | 6º(Down) | Full Down | 56º(Down) |
| | Aileron | Up | 25º | Down | 15º |
| | Elevator | Up | 24º | Down | 17º |
| | Elevator Trim Tab* | Up | 6 1/4º | Down | 18 1/2º ** |
| | Rudder | Right | 30º | Left | 30º |
| | Rudder Tab | Right | 20º | Left | 20º |

*See NOTE 11.
**See NOTE 15.

**XIV. Model BN-2B-27, 10 PCLM (Normal Category), approved September 24, 1979**
(Model BN-2B-27 is similar to the Model BN-2A-27 except for the improvements introduced by Modification NB/M/985) See Note 13.

| | |
|---|---|
| Engines. | 2 Lycoming O-540-E4C5 (See NOTE 8) |
| Fuel. | 91/96 minimum grade aviation gasoline; 100L;100LL |
| Engine Limits. | For all operations 2,700 r.p.m. (260 hp.) |
| Propeller and Propeller Limits. | Hartzell HC-C2YK-2B/C8477-4, HC-C2YK-2B/C8477A-4, HC-C2YK-2B/8477-4, HC-C2YK-2C/C8477-4, HC-C2YK-2C/C8477A-4, or HC-C2YK-2CF/FC8477A-4 (See NOTE 9)<br>Diameter range 80" maximum, 78" minimum (No further reduction permitted)<br>Pitch setting at 30 in. station: See NOTE 17.<br>Low 12.5º ± .1º High 78.6º ± .5º<br>Governor: Woodward 210275, F210444, 210715, D210659, B210715, G210659 (See NOTE 10)<br>Spinner: Hartzell 836-29 (See NOTE 12 and 16) |

| Airspeed Limits (IAS). | | |
|---|---|---|
| | $V_{NE}$ (never exceed) | 184 knots (212 m.p.h.) |
| | $V_{NO}$ (max. structural cruising) | 141 knots (162 m.p.h.) |
| | $V_A$ (maneuvering) | 107 knots (123 m.p.h.) |
| | $V_{FE}$ (flaps extended -56º) | 88 knots (101 m.p.h.) |
| | $V_{FE}$ (flaps extended -25º) | 114 knots (131 m.p.h.) |
| | $V_{MC}$ (minimum control) | 40 knots ( 46 m.p.h) |

| | |
|---|---|
| C.G. Range. | (+17.0 in.) to (+25.6 in.) at 5,030 lb.<br>(+21.0 in.) to (+25.6 in.) at 6,360 lb.<br>Straight line variation between points. |
| Empty Weight C.G. Range. | None |
| Datum. | 0.8 in. behind cambered leading edge between wing and fuselage (Sta. 134.5) |
| Maximum Take-off Weight. | 6,360 lb. |
| Maximum Landing Weight. | 6,360 lb. |
| Maximum Zero Fuel Weight. | 5,910 lb. |
| Number of Seats. | 10 (2 at -45.2 in.), (2 at -15.0 in.), (2 at +15.1 in.), (2 at +44.4 in.), and (2 at +72.4 in.) |
| Maximum Baggage. | 400 lb. (+121 in.) |
| Fuel Capacity. | 196 U.S. gal. total (two 68.5 U.S. gal. wing tanks at +27.0 in. and two 29.5 U.S. gal. wing tip tanks at +34.7 in.)<br>(190 U.S. gal. usable and 44 lb. unusable at +31.2 in.) |
| Oil Capacity. | 24 U.S. qt. total (12 U.S. qt. per engine at -2.6 in.)<br>See NOTE 1C. |

| Control Surface Movements. | | | | |
|---|---|---|---|---|
| | Wing Flaps | Full Up 6º(Down) | Full Down 56º(Down) |
| | Aileron | Up 25º | Down 15º |
| | Elevator | Up 24º | Down 17º |
| | Elevator Trim Tab* | Up 6 1/4º | Down 18 1/2º ** |
| | Rudder | Right 30º | Left 30º |
| | Rudder Tab | Right 20º | Left 20º |

*See NOTE 11.
**See NOTE 15.

## XV. Model BN-2T, 10 PCLM (Normal Category), approved July 15, 1982

(Model BN-2T is similar to Model BN-2B-26 and BN-2B-20 except for the installation of 2 Detroit Diesel Allison 250 B17C turbopropeller engines introduced by Modification NB/M/1104)

| | |
|---|---|
| Engines. | 2 Detroit Diesel Allison 250-B17C turbopropeller. |
| Fuel. | Jet A or A1, Jet B, JP1, JP4, JP5 and JP8, Diesel No. 1 |
| Engine Limits. | Flat rated to 320 shp (equivalent to 830 ft. lb. of torque at the maximum propeller governed RPM of 2030). |
| Propeller and Propeller Limits. | Hartzell HC-C3YF-5F/FC 8475FK-6.<br>Diameter range 80" maximum, 78" minimum (No further reduction permitted)<br>Pitch setting at 30 in. station:<br>Low 9º High 82.5º<br><br>Governor: Woodward 8210-018<br>Spinner: Hartzell C4558-3P |
| Airspeed Limits (IAS) | Without Modification NB-M-1218:<br>$V_{MO}$ (maximum operating) 152 knots (174 m.p.h.)<br>$V_A$ (maneuvering) 107 knots (123 m.p.h.)<br>$V_{FE}$ (flaps extended -56º) 88 knots (101 m.p.h.)<br>$V_{FE}$ (flaps extended -25º) 114 knots (131 m.p.h.)<br>$V_{MC}$ (minimum control) 47 knots ( 54 m.p.h)<br><br>With Modification NB-M-1218:<br>$V_{MO}$ (maximum operating) 152 knots (174 m.p.h.)<br>$V_A$ (maneuvering) 113 knots (130 m.p.h.)<br>$V_{FE}$ (flaps extended -56º) 88 knots (101 m.p.h.)<br>$V_{FE}$ (flaps extended -25º) 114 knots (131 m.p.h.)<br>$V_{MC}$ (minimum control) 47 knots ( 54 m.p.h) |
| C.G. Range. | Without Modification NB-M-1218:<br>(+17.0 in.) to (+25.6 in.) at 5,030 lb.<br>(+21.0 in.) to (+25.6 in.) at 6,600 lb.<br>Straight line variation between points.<br><br>With Modification NB-M-1218:<br>(+17.0 in.) to (+26.4 in.) at 5,030 lb.<br>(+22.0 in.) to (+26.4 in.) at 7,000 lb.<br>Straight line variation between points. |
| Empty Weight C.G. Range. | None |
| Datum. | Wing leading edge (Sta. 134.5) |

| | Without NB-M-1218 | With NB-M-1218 |
|---|---|---|
| Maximum Take-off Weight | 6,600 lb. | 7,000 lb. |
| Maximum Landing Weight. | 6,600 lb. | 6,800 lb. |
| Maximum Zero Fuel Weight. | 6,300 lb. | 6,600 lb. |

| | |
|---|---|
| Number of Seats. | 10 (2 at -45.2 in.), (2 at -15.0 in.), (2 at +15.1 in.), (2 at +44.4 in.), and (2 at +72.4 in.) |
| Maximum Baggage. | 400 lb. (+121 in.) |

**XV. Model BN-2T** (cont'd)

Fuel Capacity. 137 U.S. gal. total (two 68.5 U.S. wing tanks at +27.0 in.)
(130 U.S. gal. usable and 47 lb. unusable at +27 in.)
When Modification NB-M-1153 is incorporated:

226 U.S. gal. total (two 68.5 U.S. gal. main tanks at +27.0 in. and two 44.5 U.S. gal. tip tanks at +31.6 in.)
(215 U.S. gal. usable and 74 lb. unusable at +28.8 in.)
See NOTE 1D.

Oil Capacity. 12 U.S. qt. total (6 U.S. qt. per engine at -14.0 in.)
See NOTE 1D and 14.

Control Surface Movements.

| | | | | |
|---|---|---|---|---|
| Wing Flaps | Full Up | 6º(Down) | Full Down | 56º(Down) |
| Aileron | Up | 25º | Down | 15º |
| Elevator | Up | 24º | Down | 17º |
| Elevator Trim Tab* | Up | 15º | Down | 20º ** |
| Rudder | Right | 30º | Left | 30º |
| Rudder Tab | Right | 20º | Left | 20º |

* See NOTE 11
** See NOTE 15.

**XVI. Model BN-2T-4R (Normal Category), approved December 1, 1994.**
Model BN-2T-4R is similar to Model BN-2T except for the increase in weights and change of engine model and propeller.

Engines. 2 Allison 250-B17F/1 turbopropeller.

Fuel. Jet A or A1, Jet B, JP1, JP4, JP5 and JP8

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

Propeller and Propeller Limits. Hartzell HC-C3YF-5F/FC 7818K.

Diameter range 80" maximum, 78" minimum (No further reduction permitted)
Pitch setting at 30 in. station:
Low 9º High 81.1º

Governor: Woodward 8210-018
Spinner: Hartzell C4558-3P

Airspeed Limits (IAS)

| | IAS | CAS (at 8500 lb) |
|---|---|---|
| $V_{MO}$ (maximum operating) | 151 knots | 147.5 knots |
| $V_A$ (maneuvering) | 129.5 knots | 128 knots |
| $V_{FE}$ (flaps extended -41 ½º) | 113 knots | 111.5 knots |
| $V_{FE}$ (flaps extended -25º) | 116 knots | 131.5 knots |
| $V_{MC}$ (minimum control) | 60 knots | 68.5 knots |

C.G. Range. (+19.5 in.) to (+25.0 in.) at 6,000 lb.
(+22.0 in.) to (+25.0 in.) at 8,500 lb.
Straight line variation between points.

Empty Weight C.G. Range. None

Datum. Wing leading edge (Stn. 134.5)

Maximum Take-off Weight. 8,500 lb.
Maximum Landing Weight. 8,500 lb.
Maximum Zero Fuel Weight. 8,300 lb.

**XVI. Model BN-2T-4R** (cont'd)

Number of Seats. 10 (2 at -45.2 in.), (2 at -15.0 in.), (2 at +15.1 in.), (2 at +44.4 in.), and (2 at +72.4 in.)

Maximum Baggage. 400 lb. (+121 in.)

Fuel Capacity. 226 U.S. gal. total (two 68.5 U.S. gal. main tanks at +27.0 in. and two +44.5 U.S. gal. tip tanks at +31.6 in.)

(207.8 U.S. gal. usable and 122 lb. unusable at +28.8).
See NOTE 1D.

Oil Capacity. 15 U.S. qt. total (7.5 U.S. qt. per engine at -14.0 in.)
See NOTE 1D.

Control Surface Movements.

| | | | | |
|---|---|---|---|---|
| Wing Flaps | Full Up | 6º(Down) | Full Down | 41½º(Down) |
| Aileron | Up | 25º | Down | 15º |
| Aileron Trim Tab | Up | 15º | Down | 25º |
| Elevator | Up | 24º | Down | 19º |
| Elevator Trim Tab* | Up | 15º | Down | 20º |
| Rudder | Right | 30º | Left | 30º |
| Rudder Tab | Right | 20º | Left | 20º |

*See NOTE 11.

**DATA PERTINENT TO ALL MODELS.**

Leveling Means.

Fore and aft leveling: holes for datum pins on which straight edge is placed are located on the left side of the center fuselage.

Lateral leveling: straight edge across datum marks painted on wing above front spar.

Serial Numbers Eligible.

Each individual aircraft manufactured under this type certificate must be accompanied by an Export Certificate of Airworthiness as noted below under "Import Requirements" when an application for a U.S. airworthiness certificate is made.

BN2T-4R: C.2115 and C.2143.

Import Requirements.

Country of Manufacturer: A U.S. airworthiness certificate may be issued on the basis of an Export Certificate of Airworthiness approved by an authorized representative of the Civil Aviation Authority (CAA) United Kingdom including the following statement:
"The aircraft covered by this certificate has been examined, tested and found to conform to 14 CFR Part 23 type design approved under U.S. Type Certificate A17EU and to be in a condition for safe operation."

Country other than Manufacturer (U.S. bilateral agreement and the original Export Certificate of Airworthiness issued by the country of manufacture must exist):
A U.S. airworthiness certificate may be issued on the basis of a log book certifying statement endorsed by an authorized representative of the civil aviation authority of the exporting country. It is incumbent upon the exporting civil aviation authority to determine that the certifying statement includes evidence of acceptable service history and modification deviations and the following statement: "The aircraft covered by this certificate has been examined, tested, inspected in accordance with the provisions of FAR 21.183(d) or its equivalent, and found to conform to the type design approved under Type Certificate A17EU and is in a condition for safe operation."

Refer to the applicable bilateral agreement to verify eligibility for import into the United States of both new and used aircraft based on the scope of the agreement, to identify any required statements by the exporting authority on the export certificate of airworthiness (or equivalent document), and for procedures for coordinating exceptions to conformity statements on these documents. Refer to FAA Order 8130.2, *Airworthiness Certification of Aircraft,* for requirements for issuance of an *airworthiness certificate* for imported aircraft.

Service Information.

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003 – by the United Kingdom CAA.

- Service bulletins,
- Structural repair manuals,
- Vender manuals,
- Aircraft flight manuals, and
- Overhaul and maintenance manuals.

The FAA accepts such documents and considers the FAA-approved unless on of the following conditions exits:

- The documents change the limitations, performance, or procedures of the FAA approved manuals: or
- The documents make an acoustical or emissions change to this product's U. S. type certificate as defined in 14 CFR 21.93.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on Behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

Certification Basis.
FAR 21.17

For Models BN-2 and BN-2A:
FAR 21.29 and FAR 23, effective February 1, 1965 plus amendment 23-1.

For Models BN-2A-6, BN-2A-8, BN-2A-2, BN-2A-9, BN-2A-3, BN-2A-20, BN-2A-21, BN-2A-26 and BN-2A-27.
FAR 21.29 and FAR 23, effective February 1, 1965 including amendment 23-1 and Sections 23.75(a), 23.161(c), 23.175(d) and 23.1585(b)(3) of Amendment 23-7.

Certification Basis (cont'd)

For Models BN-2B-20, BN-2B-21, BN-2B-26 and BN-2B-27:
FAR 21.29 and FAR 23, effective February 1, 1965 including amendment 23-1 and Sections 23.75(a), 23.161(c), 23.175(d) and 23.1585(b)(3) and 23.1563 of Amendment 23-7, Section 23.1545 of Amendment 23-23, and FAR 36 through Amendment 8 (See NOTE 13).

For Model BN-2T:
FAR 21.29 and FAR 23, effective February 1, 1965 including Amendments 23-1 and

| 14 CFR Section | Amend. No. | 14 CFR Section | Amend. No. | 14 CFR Section | Amend. No. |
|---|---|---|---|---|---|
| 23.2** | | | | | |
| 23.45 | 23-21 | 23.853 | 23-14 | 23.1155 | 23-7 |
| 23.49 | 23-21 | 23.859 | 23-5 | 23.1163 | 23-14 |
| 23.51 | 23-21 | 23.901 | 23-18 | 23.1165 | 23-17 |
| 23.65 | 23-21 | 23.903 | 23-26 | 23.1182 | 23-14 |
| 23.67 | 23-21 | 23.929 | 23-14 | 23.1183 | 23-15 |
| 23.75 | 23-21 | 23.937 | 23-7 | 23.1189 | 23-14 |
| 23.77 | 23-21 | 23.939 | 23-18 | 23.1203 | 23-18 |
| 23.141 | 23-17 | 23.943 | 23-18 | 23.1301 | 23-20 |
| 23.143 | 23-17 | 23.951 | 23-15 | 23.1303 | 23-17 |
| 23.145 | 23-17 | 23.955 | 23-7 | 23.1305 | 23-18 |
| 23.149 | 23-21 | 23.959 | 23-18 | 23.1307 | 23-23 |
| 23.153 | 23-14 | 23.977 | 23-17 | 23.1323 | 23-20 |
| 23.155 | 23-14 | 23.991 | 23-7 | 23.1337 | 23-18 |
| 23.157 | 23-14 | 23.1013 | 23-15 | 23.1501 | 23-21 |
| 23.161 | 23-21 | 23.1015 | 23-15 | 23.1505 | 23-7 |
| 23.173 | 23-14 | 23.1017 | 23-14 | 23.1521 | 23-21 |
| 23.175 | 23-17 | 23.1019 | 23-15 | 23.1527 | 23-7 |
| 23.177 | 23-21 | 23.1027 | 23-14 | 23.1529 | 23-8 |
| 23.181 | 23-21 | 23.1041 | 23-7 | 23.1541 | 23-21 |
| 23.201 | 23-14 | 23.1043 | 23-21 | 23.1545 | 23-23 |
| 23.203 | 23-14 | 23.1045 | 23-7 | 23.1547 | 23-20 |
| 23.205 | 23-14 | 23.1091 | 23-7 | 23.1549 | 23-12 |
| 23.207 | 23-7 | 23.1093 | 23-18 | 23.1555 | 23-21 |
| 23.253 | 23-7 | 23.1103 | 23-7 | 23.1557 | 23-23 |
| 23.361 | 23-26 | 23.1111 | 23-17 | 23.1563 | 23-7 |
| 23.367 | 23-7 | 23.1121 | 23-18 | 23.1581 | 23-21 |
| 23.371 | 23-7 | 23.1141 | 23-18 | 23.1583 | 23-23 |
| 23.629 | 23-7 | 23.1143 | 23-17 | 23.1585 | 23-23 |
| 23.777 | 23-7 | 23.1145 | 23-18 | 23.1587 | 23-21 |

* Exemption No. 3732 effective May 20, 1983, to FAR 23.1303(e)(1)

- SFAR 27, Amendments 27-1 through 27-3 (Fuel Venting). The Allison 250-B17C complies with the fuel venting emission requirements of SFAR 27 by means inherent in the engine type design.

- FAR 36, effective 1 December 1969, including Amendments 36-1 through 36-9.

For Model BN-2T-4R:

FAR 23 dated February 1, 1965, as amended through Amendment 23-1 effective July 29, 1965; and the following paragraphs as amended through the amendments as follows:

| 14 CFR Section | Amend. No. | 14 CFR Section | Amend. No. | 14 CFR Section | Amend. No. |
|---|---|---|---|---|---|
| 23.2 | 23-36 | 23.777 | 23-7 | 23.1155 | 23-7 |
| 23.45 | 23-21 | 23.785 | 23-32 | 23-1163 | 23-29 |
| 23.49 | 23-21 | 23.853 | 23-14 | 23-1165 | 23-17 |
| 23.51 | 23-21 | 23.859 | 23-5 | 23-1182 | 23-14 |
| 23.65 | 23-21 | 23.901 | 23-29 | 23-1183 | 23-29 |
| 23.67 | 23-21 | 23.903 | 23-26 | 23-1189 | 23-29 |
| 23.75 | 23-21 | 23.905 | 23-29 | 23-1203 | 23-18 |
| 23.77 | 23-21 | 23.929 | 23-14 | 23-1301 | 23-20 |
| 23.141 | 23-17 | 23.937 | 23-7 | 23-1303 | 23-17* |
| 23.143 | 23-17 | 23.939 | 23-18 | 23-1305 | 23-18 |
| 23.145 | 23-17 | 23.943 | 23-18 | 23-1307 | 23-23 |
| 23.149 | 23-21 | 23.951 | 23-15 | 23-1321 | 23-20 |
| 23.153 | 23-14 | 23.955 | 23-7 | 23-1322 | 23-17 |
| 23.155 | 23-14 | 23.959 | 23-18 | 23-1323 | 23-20 |
| 23.157 | 23-14 | 23.977 | 23-17 | 23-1337 | 23-18 |
| 23.161 | 23-21 | 23.991 | 23-7 | 23-1351 | 23-20 |
| 23.173 | 23-14 | 23.997 | 23-29 | 23-1411 | 23-17 |
| 23.175 | 23-17 | 23.1013 | 23-15 | 23-1413 | 23-22 |
| 23.177 | 23-21 | 23.1015 | 23-15 | 23-1501 | 23-21 |
| 23.181 | 23-21 | 23.1017 | 23-14 | 23-1505 | 23-7 |
| 23.201 | 23-14 | 23.1019 | 23-29 | 23-1521 | 23-21 |
| 23.203 | 23-14 | 23.1021 | 23-29 | 23-1527 | 23-7 |
| 23.205 | 23-14 | 23.1027 | 23-14 | 23-1529 | 23-26 |
| 23.207 | 23-7 | 23.1041 | 23-7 | 23-1541 | 23-21 |
| 23.253 | 23-7 | 23.1043 | 23-21 | 23-1545 | 23-23 |
| 23.335 | 23-16 | | | | |
| 23.361 | 23-26 | 23.1045 | 23-7 | 23-1547 | 23-20 |
| 23.367 | 23-7 | 23.1091 | 23-7 | 23-1549 | 23-28 |
| 23.371 | 23-7 | 23.1093 | 23-29 | 23-1555 | 23-21 |
| | | 23.1103 | 23-7 | 23-1557 | 23-23 |
| | | 23.1111 | 23-17 | 23-1563 | 23-7 |
| 23.473 | 23-28 | 23.1121 | 23-18 | 23.1581 | 23-21 |
| 23.561 | 23-7 | 23.1141 | 23-18 | 23.1583 | 23-23 |
| 23.572 | 23-34 | 23.1143 | 23-29 | 23.1585 | 23-23 |
| 23.629 | 23-31 | 23.1145 | 23-18 | 23.1587 | 23-28 |
| 23,APP G | 23-37 | | | | |

* Exemption 5952 effective August 18, 1994, to 23.1303(e)(l).

- SFAR 27 issued February 1, 1974 as amended through Amendment 27-5 on September 15, 1989.

- FAR 36 dated December 1, 1969 as amended through Amendment 36-20 effective September 16, 1992.

Information applicable to all models:
All aircraft manufactured after December 12, 1986 must meet the applicable requirements of FAR 23.2. (See NOTE 5)

Date of Application for Type Certificate: February 1, 1965.
Type Certificate A17EU issued December 19, 1967.
(Re-issued to Britten-Norman (Bembridge) Limited on May 30, 1972).
Re-issued to Pilatus Britten-Norman Limited on September 24, 1979.
Amended: December 1, 1994

The United Kingdom CAA originally type certificated this aircraft under is type certificate Number BA8. The FAA validated this product under U.S. Type Certificate

number A17EU. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the United Kingdom CAA.

EASA issued TCDS EASA.A.388 Issue 1 in November 2011 that covered some of the BN2A and BN2B models, but not all. (See Note 18).

Validation Basis.

Type Certificate A17EU was issued pursuant to FAR 21.29 in validation of the United Kingdom Civil Aviation Authority (CAA) certification of compliance with the aforementioned certification basis, and in accordance with the normal category airworthiness certificate provisions of FAR 21.183(c).

NOTE: The airworthiness provisions of FAR 21.183(d) may be cited as the basis for issuance of standard airworthiness certificates for aircraft imported from a country other than the country of manufacture.

Equipment.

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for airworthiness certification. In addition, the following items of equipment are required:

1. Each individual airplane must be fitted with a placard which specifies approved kinds of operation (such as V.F.R., I.F.R, DAY or NIGHT) to which the airplane is limited by the equipment installed. (See also NOTE 2 and NOTE 12).
2. Stall warning indicator (Safe Flight Type No. 165).
3. Pilot door interlock mechanism.
4. CAA-approved Britten-Norman Islander Airplane Flight Manual as follows:
   (a) For Model BN-2: approved Flight Manual Document FM/2 dated November 27, 1967 or later CAA-approved revisions.
   (b) For Model BN-2A: approved Flight Manual Document FM/2 at revision 1001, dated July 1968 or later CAA-approved revisions.
   (c) For Model BN-2A-6: approved Flight Manual Document FM/2 at revision 1007, dated June 1970 or later CAA-approved revisions.
   (d) For Model BN-2A-8: approved Flight Manual Document FM/2 at revision 1008, dated March 30, 1971 or later CAA-approved revisions.
   (e) For Model BN-2A-2: approved Flight Manual Document FM/10 dated January 28, 1971 or later CAA-approved revisions.
   (f) For Model BN-2A-9: approved Flight Manual Document FM/10 at revision 1008, dated March 30, 1971 or later CAA-approved revisions plus supplement 16 to FM/2.
   (g) For Model BN-2A-3: approved Flight Manual Document FM/10 dated January 28, 1971 or later CAA-approved revisions plus supplement 16 to FM2.
   (h) For Model BN-2A-20: approved Flight Manual Document FM/10 dated January 28, 1971 plus revision 1, dated April 3, 1974 or later CAA-approved revisions.
   (i) For Model BN-2A-21: approved Flight Manual Document FM/10 dated January 28, 1971 plus revision 1 or later CAA-approved revisions plus supplement 8 to FM/10.
   (j) For Model BN-2A-26: approved Flight Manual Document FM/20 dated June 1, 1976 or later CAA-approved revisions.
   (k) For Model BN-2A-27: approved Flight Manual Document FM/20 dated June 1, 1976 or later CAA-approved revisions plus supplement 1 to FM/20.
   (l) For Model BN-2B-20: approved Flight Manual Document FM/43 dated July 30, 1979 or later CAA-approved revisions.
   (m) For Model BN-2B-21: approved Flight Manual Document FM/43 dated July 30, 1979 or later CAA-approved revisions plus supplement 1 to FM/43.
   (n) For Model BN-2B-26: approved Flight Manual Document FM/42 dated July 30, 1979 or later CAA-approved.
   (o) For Model BN-2B-27: approved Flight Manual Document FM/42 dated July 30, 1979 or later CAA-approved revisions plus supplement 1 to FM/42.
   (p) For Model BN-2T: approved Flight Manual Document

FM/101 dated 17 December 1981 or later CAA-approved.

(q) For Model BN-2T-4R: approved Flight Manual Document FM/401 dated November 22, 1994 or later CAA-approved revisions.

## NOTES

NOTE 1. Current weight and balance report, including list of equipment included in certificated empty weight and loading instructions when necessary, must be provided for each aircraft at the time of original airworthiness certification. The certificated empty weight and corresponding center of gravity locations must include the following:

A. For Models BN-2, BN-2A, BN-2A-6, BN-2A-8, BN-2A-2, BN-2A-20 and BN-2A-26 airplanes:
On airplanes not embodying fuel gauging system Modification NB/M/240:

| | | |
|---|---|---|
| unusable fuel of | 108 lb. | (+27.0 in.) |
| and undrainable oil of | 0 lb. | (- 2.6 in.) |

On airplanes embodying Modification NB/M/240:

| | | |
|---|---|---|
| unusable fuel of | 42 lb. | (+27.0 in.) |
| and undrainable oil of | 0 lb. | (- 2.6 in.) |

B. For Models BN-2B-20 and BN-2B-26:

| | | |
|---|---|---|
| Unusable fuel of | 42 lb. | (+ 27.0 in.) |
| and undrainable oil of | 0 lb. | (- 2.6 in.) |

C. For Models BN-2A-9, BN-2A-3, BN-2A-21, BN-2A-27, BN-2B-21, BN-2B-27 airplanes:

| | | |
|---|---|---|
| Unusable fuel of (main and tip tank total) | 44 lb. | (+ 31.2 in.) |
| and undrainable oil of | 0 lb. | (- 2.6 in.) |

D. For Models BN-2T and BN-2T-4R:

| | BN2T-4R | BN2T | |
|---|---|---|---|
| Unusable fuel of (main tanks) | 95 lb. | 47 lb. | (+ 27.0 in.) |
| Unusable fuel of (tip tanks) | 27 lb. | 27 lb. | (+ 31.6 in.) |
| and undrainableoil of | 0 lb. | 0 lb. | (- 14.0 in.) |

NOTE 2. The following placards must be displayed on the instrument panel in full view of the pilot:
THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKING AND MANUALS."

In addition all placards required in the applicable approved Airplane Flight Manual must be installed in the appropriate location.

NOTE 3. For Models BN-2T and BN-2T-4R:
Section 1.7 of the Pilatus Britten-Norman Model BN-2T Maintenance Manual, Document No. MM/4, is FAA-approved and it specifies mandatory replacement times, structural inspection intervals, and related structural inspection procedures. These airworthiness limitations may not be changed without FAA approval.

NOTE 4. Model BN-2 airplanes are eligible for maximum weight of 6,000 lb., when the main landing gear shock absorbers are modified in accordance with Britten-Norman Modification No. NB/M/198 and revision 1001 to Airplane Flight Manual FM/2, is incorporated.

NOTE 5. Modifications and Model number re-designation.

a. When the approved Britten-Norman Modification described in column 1 and identified in column 2 is incorporated, the BN-2 series airplanes must be re-designateded as shown in column 3. See "Equipment" Item 4 of this Data Sheet for the Required approved Flight Manual Document for each Model.

| Column 1<br>Modification<br>General Description | Column 2<br>Modification<br>Number NB/M/.... | Column 3<br>Model<br>Re-designation |
|---|---|---|
| Aerodynamic refinements to the wing leading edge between the fuselage and engine nacelle. | NB/M/413 | BN-2A-6 |
| Incorporation of Mod. NB/M/413 plus drooped Flaps to Modification NB/M/430. | NB/M/475 | BN-2A-8 |
| Incorporation of Mods. NB/M/413 NB/M/430 and Lycoming IO-540-K1B5 (300 hp) engines. | NB/M/410 | BN-2A-2 |
| Incorporation of Mod. NB/M/410 plus wing tip fuel tanks to Modification NB/M/364. | NB/M/452 | BN-2A-3 |
| Incorporation of Mods. NB/M/413 NB/M/430 and wing tip fuel tanks NB/M/364 | NB/M/454 | BN-2A-9 |
| Incorporation of Modification NB/M/410 stiffeners to the engine firewalls to Modification NB/M/631* | NB/M/571 | BN-2A-20 |
| Incorporation of Modification NB/M/452 plus stiffeners to the engine firewalls to Modification NB/M/631* | NB/M/574 | BN-2A-21 |
| Incorporation of Modification NB/M/475 plus stiffeners to engine firewalls to Modification NB/M/631* | NB/M/590 | BN-2A-26 |
| Incorporation of Modification NB/M/454 plus stiffeners to the engine firewalls to Modification NB/M/631* | NB/M/591 | BN-2A-27 |
| Incorporation of product improvements of Mod. NB/M/978 * * and IO-540-K1B5 (300 hp) engines to Mod. NB/M/410. | NB/M/982 | BN-2B-20 |
| Incorporation of Mod. NB/M/982 and Wing Tip Fuel Tanks to Mod. NB/M/364. | NB/M/983 | BN-2B-21 |
| Incorporation of product improvements of Mod. NB/M/978 ** (to aircraft basic build standard with O-540-E4C5 (260 hp) engines) | NB/M/984 | BN-2B-26 |
| Incorporation of Mod. NB/M/982 and Wing Tip Fuel Tanks of Mod. NB/M/364. | NB/M/985 | BN-2B-27 |
| Incorporation of Detroit Diesel Allison 250 B17C turbopropeller engines flat | NB/M/1104 | BN-2T |

| | | |
|---|---|---|
| rated to 320 Shp. | | |
| Incorporation of Mod. NB/M/1104 and | NB/M/1218 | BN-2T*** |
| Wing Tip Fuel Tanks of Modification | NB/M/1153*** | |
| Incorporation of Modification NB/M/1218, weight increase and associated items of Modification NB/M/1452, radar nose of Modification NB/M/1458, Allison 250 B17F/1 Turbopropeller Engines of Modification NB/M/1454 and Hartzell HC-C3YF-5F/FC7818K Propellers of Modification of NB/M/1457 | NB/M/1359 Appendix 1 or Appendix 3 | BN-2T-4R |
| Incorporation of Passenger Sash Harnesses complies with the requirements of FAR 23.2 | NB/M/1298 | BN-2A/-2B, -20, -21 -26, -27, and BN-2T |

** Modification NB/M/631 is satisfied if Modification NB/M/116 - Airframe de-icing is installed.*
*** See NOTE 13.*
**** This Modification introduces the BN-2T at a M.T.O.W. of 7000 lb., with a Landing Weight of 6800 lb. and a Wing Zero Fuel Weight of 6600 lb. This weight increase had previously been introduced in NB-M-1104, Issue 5 together with the Integral Tip Tank Modification NB-M-1153. NB-M-1218 addresses these Modifications, and is now the certification Modification for the 7000 lb. BN-2T Islander. Full and adequate information on the differences between BN-2T Aircraft with NB-M-1218 and those without, is given in the main body of Aircraft Flight Manual FM/101.*

NOTE 6. For all Models which have Britten-Norman Modification NB/M/383 incorporated the maximum operating limit speed with the flaps in the takeoff position (25°) is 114 knots (131 m.p.h.) (IAS).

NOTE 7. When Modification NB/M/483 is incorporated Max. Baggage 400 lb. (+121 in.) Post-Mod. NB/M/483.

NOTE 8. Britten-Norman Modification NB/M/746 introduces the wide deck variant of Lycoming engine types O-540-E4C5 and IO-540-K1B5.

There is no change in the engine type designation Serial Number of wide deck engines contain the letter "A".
Example: Standard deck L-132-68-18 becomes wide deck L-132-68-48A.

Britten-Norman Service Bulletin BN-2/SB 87 also refers.

NOTE 9. Propellers of the type shown are eligible for the incorporation of Hartzell Service Bulletin 114 and Service Instruction 102. Propellers so modified have the letter "U" added to their designation.
Example: HC-C2YK-2UCF/FC8477A-4.

NOTE 10. For aircraft fitted with Lycoming wide deck engines (See NOTE 8) the only governors to be fitted are G210659 where no unfeathering accumulator is installed and B210715 where an unfeathering accumulator is installed.
For Standard deck engines propeller governor part numbers D210659 and F210444 are interchangeable for aircraft without unfeathering accumulators and part numbers 210715 and 210275 are interchangeable for aircraft with unfeathering accumulators.

NOTE 11. Elevator trim tab angles listed are applicable to the elevator in the neutral position. Refer to applicable Maintenance Manual.

NOTE 12. Modification NB/M/977 (78 inch propeller) is approved for models BN-2A-XX and is included in the BN-2B-XX type design. When this Modification is incorporated on any BN-2A or BN-2B model which has Lycoming Model IO-540-K1B5 engines installed the following placard is required:
"MANIFOLD PRESSURE MUST NOT EXCEED 23 INCHES Hg AT ENGINE SPEEDS BELOW 2250 RPM."

The approved propellers are as follows:
HC-C2YK-2B/C8477-6

2B/C8477A-6
2C/C8477-6
2C/C8477A-6
2CF/FC8477A-6

NOTE 13. The Britten-Norman Model BN-2B series airplanes differ from the BN-2A series airplanes by the factory only installation of Modification NB/M/978 which includes: Modification NB/M/977 (See Note 12); maximum structural landing weight increase to 6,600 lbs: fin mounted "stobe" beacon; redesigned instrument panel; and other product improvements which do not affect airplane performance and operating limitations.

Compliance with FAR 36 for the BN-2B models is achieved when propellers to either modification NB/M/977 or NB/M/1361 (BN2B-26 and -27 only) and tachometers to either modification NB/M/1090 or NB/M/1287 are fitted".

Refer to Pilatus Britten-Norman Limited "Modification leaflet for Mod. NB-M-1090" Issue 2 dated March 5, 1980.

NOTE 14. When external oil filter Modification NB/M/1323 is incorporated, the oil capacity is 7.5 U.S. quarts (7.5 U.S. qt per engine at -14.0 in.)

NOTE 15. When elevator trim tab extended down travel Modification NB/M/1394 is incorporated, the down travel is 25° (BN-2T and BN-2B).

NOTE 16. Modification NB/M/1361, alternate Hartzell 3-blade propeller (HC-C3YR-2UF/FC8468-8R) with C4558-2 spinner is approved for models BN-2B-26 and BN-2B-27 (refer to Flight Manual Document FM/42, supplement 10).

NOTE 17. Previous propeller pitch settings of Low 13.0º ± 1º and High 80.5º ± .5º are approved, but not recommended.

NOTE 18. When EASA issued the EASA.A.388 TCDS, only models BN2A-8, BN2A-9, BN2A-20, -21, -26, -27 and BN2B-20, -21, -26, -27 and BN2T, BN2T-4R are covered. The other 5 models (BN2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6 on this TCDS are covered by issue of the relevant AAN (Airworthiness Approval Note) during the time in the the late 1960's before EASA. The FAA has validated all the models shown on this FAA TCDS and will work with EASA when corresponding MCIAs are issued.

NOTE 19. Modification NB/M/1772, alternate Hartzell Scimitar 3-blade propeller (HC-C3YR-2UF/FC7693F) with C4558-2P is approved for models BN-2B-20 and BN-2B-21 (refer to Flight Manual Document FM/43, supplement 14). Modification NB/M/1772 meets noise requirements by reducing the maximum engine speed from 2700 rpm to 2625 rpm. $V_{MC}$ is changed to 42 knots (48 mph) for this modification.

NOTE 20. Modification NB-M-1669, "Introduction of 6600 lb Maximum Landing Weight" is approved for models BN-2A-20, -21, -26, and-27. Refer to Flight Manual Supplement 54 to FM/10 for models BN-2A-20 and BN-2A-21, and Flight Manual Supplement to FM/20 for models BN-2A-26 and BN-2A-27.

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