This data sheet which is a part of Type Certificate No. A13NM, 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
Bombardier Inc.
123 Garratt Boulevard
Downsview, Ontario
Canada M3K 1Y5

1. **DHC-8-100 Series** *(see Note 5)*
   - Model -101 - Approved Dec. 11, 1984, by the FAA and Sept. 28, 1984, by the Canadian Department of Transport
   - Model -102 - Approved Aug. 7, 1986, by the FAA and June. 12, 1986, by the Canadian Department of Transport
   - Model -103 - Approved Nov. 30, 1988, by the FAA and July. 20, 1987, by the Canadian Department of Transport
   - Model -106 - Approved Dec. 10, 1993, by the FAA and Nov. 20, 1992, by the Canadian Department of Transport

Data Pertinent to all Models Except as Indicated

**Engines**
- 2-Pratt & Whitney Canada, Inc., PW120 or PW120A (-101)
- 2-Pratt & Whitney Canada, Inc., PW120A or PW121 (-102)
- 2-Pratt & Whitney Canada, Inc., PW121 (-103)
- 2-Pratt & Whitney Canada, Inc., PW121 (-106)
*(See Data Pertinent to All Models Except as Indicated)*

**Fuel**

**Oil**
Oils conforming to Pratt and Whitney Canada, Inc. Specification No. PWA 521 Type II (MIL-L-23699).

**Engine Limits**
See AFM as listed under Approved Publications
### Propeller and Propeller Limits

2-Hamilton Standard Model 14SF-7  
Blade SFA13( )-0A  
Diameter 3.96M (13 Ft)

Pitch settings at 0.75 radius:
- Feather: 77.5°  
- Flight fine: 10.5°  
- Ground fine: -5.5°  
- Full reverse: -18.5°

Propeller (Np) -  
Takeoff: 1212 r.p.m.  
Max Continuous: 1212 r.p.m.

*(See Data Pertinent to All Models Except as Indicated)*

<table>
<thead>
<tr>
<th>Airspeed Limits</th>
<th>V_{MO}(Maximum operating)</th>
<th>Knots</th>
<th>m.p.h.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(IAS)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>0 to 14000 ft</td>
<td>242</td>
<td>279</td>
</tr>
<tr>
<td></td>
<td>15000 ft</td>
<td>239</td>
<td>275</td>
</tr>
<tr>
<td></td>
<td>20000 ft</td>
<td>223</td>
<td>257</td>
</tr>
<tr>
<td></td>
<td>25000 ft</td>
<td>207</td>
<td>238</td>
</tr>
</tbody>
</table>

| V_{FE} (Flaps extended) | Flaps 5° | 148 | 170 |
| Flaps 15° | 148 | 170 |
| Flaps 35° | 130 | 150 |

| V_A (Maneuvering) (-101, -102, -103) | 163 | 188 |
| V_A (Maneuvering) (-106) | 164 | 189 |
| V_LO (Landing gear operation) | 158 | 182 |
| V_LE (Landing gear extended) | 172 | 198 |
| V_B (Rough Air) | 180 | 207 |
| Landing Gear Doors Open Operative | 140 | 161 |

Speed (Max. speed for operation following an alternate landing gear extension):
- V_{MCA} (Minimum control speed) Flaps  
  - 5°: 79 | 91  
  - 15°: 75 | 86

### Maximum Weight (Mass)

- DHC-8-101: Take-off weight 14,970 kg (33,000 lb)  
- DHC-8-102: Take-off weight 15,649 kg (34,500 lb)  
- DHC-8-103: Take-off weight 15,649 kg (34,500 lb)  
- DHC-8-106: Take-off weight 16,466 kg (36,300 lb)  

*(With MODSUM 8Q420649 incorporated)*

*(For other weights see AFM as listed under Approved Publications)*

### CG Limits

See AFM as listed under Approved Publications

### Maximum Baggage

454 kg (1000 lb) (See Weight and Balance Manual for mixed passenger cargo configuration) 907 kg (2000 lb) with Mod 8/0063 or 8/0083
2. **DHC-8-200 Series**

Model -201 - Approved January 4, 1996, by the FAA and August 24, 1995, by the Canadian Department of Transport

Model -202 - Approved April 19, 1995, by the FAA and March 9, 1995, by the Canadian Department of Transport

**Engines**

2-Pratt & Whitney Canada, Inc., PW123C (201)
2-Pratt & Whitney Canada, Inc., PW123D (202)

*(See Data Pertinent to All Models Except as Indicated)*

**Fuel**


**Oil**

Oils conforming to Pratt and Whitney Canada, Inc. Specification No. PWA 521 Type II (MIL-L-23699).

**Engine Limits**

See AFM as listed under Approved Publications

**Propeller and Propeller Limits**

2-Hamilton Standard Model 14SF-23

Blade SFA13(-)-0A

Diameter 3.96M (13 Ft)

Pitch settings at 0.75 radius:

- **Feather**: 77.5°
- **Flight fine**: 10.5°
- **Ground fine**: -5.5°
- **Full reverse**: -18.5°

Propeller (Np) -

- **Takeoff**: 1212 r.p.m.
- **Max Continuous**: 1212 r.p.m.

*(See Data Pertinent to All Models Except as Indicated)*

**Airspeed Limits**

<table>
<thead>
<tr>
<th>VMO (Maximum operating)</th>
<th>Knots</th>
<th>m.p.h.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 to 14000 ft</td>
<td>242</td>
<td>279</td>
</tr>
<tr>
<td>15000 ft</td>
<td>239</td>
<td>275</td>
</tr>
<tr>
<td>20000 ft</td>
<td>223</td>
<td>257</td>
</tr>
<tr>
<td>25000 ft</td>
<td>207</td>
<td>238</td>
</tr>
</tbody>
</table>

| VFE (Flaps extended)    | Flaps 5° | 148 | 170 |
|                        | Flaps 15°| 148 | 170 |
|                        | Flaps 35°| 130 | 150 |

| V A (Maneuvering)       | 164   | 188   |
| V LO (Landing gear operation) | 158 | 182   |
| V LE (Landing gear extended) | 172 | 198   |
| V B (Rough Air)         | 180   | 207   |
| Landing Gear Doors Open Operative | 140 | 161   |

**Maximum Weight (Mass)**

All Models, Take-off weight 16,466 kg (36,300 lb)

(For other weights see AFM as listed under Approved Publications)

**CG Limits**

See AFM as listed under Approved Publications

**Maximum Baggage**

907 kg (2000 lb) (See Weight and Balance Manual for mixed passenger cargo configuration)
3. DHC-8-300 Series

Model -301- Approved June 8, 1989, by the FAA and Feb. 14, 1989, by the Canadian Department of Transport
Model -311- Approved September 14, 1990, by the FAA and July 31, 1990, by the Canadian Department of Transport
Model -315- Approved June 28, 1995, by the FAA and June 2, 1995, by the Canadian Department of Transport

Engines
2-Pratt & Whitney Canada, Inc., PW123 (-301 and -311)
2-Pratt & Whitney Canada, Inc., PW123E (-315)
(See Data Pertinent to All Models Except as Indicated)

Fuel

Oil
Oils conforming to Pratt and Whitney Canada, Inc. Specification No. PWA 521 Type II (MIL-L-23699).

Engine Limits
See AFM as listed under Approved Publications

Propeller and Propeller Limits
2-Hamilton Standard Model 14SF-15 or 14SF-23

<table>
<thead>
<tr>
<th>Blade</th>
<th>SFA13 (-)0A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diameter</td>
<td>3.96M (13 Ft)</td>
</tr>
</tbody>
</table>

Pitch settings at 0.75 radius:
- Feather 77.5°
- Flight fine 11.5°
- Ground fine -7.5°
- Full reverse -18.5°

Propeller (Np) -
Takeoff 1212 r.p.m.
Max Continuous 1212 r.p.m.
(See Data Pertinent to All Models Except as Indicated)

Airspeed Limits (IAS)

<table>
<thead>
<tr>
<th>V_{MO} (Maximum operating)</th>
<th>0 to 17000 ft</th>
<th>243</th>
<th>280</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>20000 ft</td>
<td>232</td>
<td>267</td>
</tr>
<tr>
<td></td>
<td>25000 ft</td>
<td>214</td>
<td>246</td>
</tr>
</tbody>
</table>

DHC-8-301

<table>
<thead>
<tr>
<th>V_{FE} (Flaps extended)</th>
<th>Flaps 5°</th>
<th>160</th>
<th>184</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Flaps 10°</td>
<td>149</td>
<td>171</td>
</tr>
<tr>
<td></td>
<td>Flaps 15°</td>
<td>149</td>
<td>171</td>
</tr>
<tr>
<td></td>
<td>Flaps 35°</td>
<td>127</td>
<td>155</td>
</tr>
</tbody>
</table>

V_{A} (Maneuvering) 176 203
V_{LO} (Landing gear operation) 158 182
V_{LE} (Landing gear extended) 173 199
V_{B} (Rough Air) 188 216
### 3. DHC-8-300 Series (cont’d)

<table>
<thead>
<tr>
<th></th>
<th>Knots</th>
<th>m.p.h.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landing Gear Doors Open Operative Speed (Max. speed for operation following an alternate landing gear extension)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$V_{MCA}$ (Minimum control speed)</td>
<td>Flaps $5^\circ$</td>
<td>83</td>
</tr>
<tr>
<td></td>
<td>Flaps $15^\circ$</td>
<td>78</td>
</tr>
</tbody>
</table>

**DHC-8-311 and 315**

<table>
<thead>
<tr>
<th></th>
<th>Knots</th>
<th>m.p.h.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$V_{FE}$ (Flaps extended)</td>
<td>Flaps $5^\circ$</td>
<td>163</td>
</tr>
<tr>
<td></td>
<td>Flaps $10^\circ$</td>
<td>154</td>
</tr>
<tr>
<td></td>
<td>Flaps $15^\circ$</td>
<td>150</td>
</tr>
<tr>
<td></td>
<td>Flaps $35^\circ$</td>
<td>138</td>
</tr>
<tr>
<td>$V_A$ (Maneuvering)</td>
<td></td>
<td>177</td>
</tr>
<tr>
<td>$V_{LO}$ (Landing gear operation)</td>
<td></td>
<td>163</td>
</tr>
<tr>
<td>$V_{LE}$ (Landing gear extended)</td>
<td></td>
<td>173</td>
</tr>
<tr>
<td>$V_B$ (Rough Air)</td>
<td></td>
<td>190</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Knots</th>
<th>m.p.h.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landing Gear Doors Open Operative Speed (Max. speed for operation following an alternate landing gear extension)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$V_{MCA}$ (Minimum control speed)</td>
<td>Flaps $15^\circ$</td>
<td>78</td>
</tr>
<tr>
<td></td>
<td>Flaps $10^\circ$</td>
<td>80</td>
</tr>
<tr>
<td></td>
<td>Flaps $5^\circ$</td>
<td>83</td>
</tr>
<tr>
<td></td>
<td>Flaps $0^\circ$</td>
<td>94</td>
</tr>
</tbody>
</table>

**Maximum Weight (Mass)**

- **DHC-8-301**: Take-off weight 18,643 kg (41,100 lb)
- **DHC-8-311 and 315**: Take-off weight 18,643 kg (41,100 lb)
  18,997 kg (41,880 lb) (with CR803SO00001 incorporated)
  19,505 kg (43,000 lb) (with CR803SO00002 incorporated)

(For other weights see AFM as listed under Approved Publications)

**CG Limits**

See AFM as listed under Approved Publications

**Maximum Baggage**

1,130 kg (2500 lb) for standard baggage compartment (See Weight and Balance Manual for other configurations)

**Cargo/Combi (DHC-8-311)**

All cargo, 20, 40 or 48 passenger configurations with a moveable passenger/cargo bulkhead located at station 197.0, 354.0, 515.0 or 579.0 respectively
4. DHC-8-400 Series

Model 400 Approved January 26, 2000 by the FAA and July 30, 1999 by the Canadian Department of Transport
Model 401 Approved January 26, 2000 by the FAA and August 3, 1999 by the Canadian Department of Transport
Model 402 Approved January 26, 2000 by the FAA and August 4, 1999 by the Canadian Department of Transport

Engines 2 Pratt & Whitney Aircraft of Canada engines as follows:
DHC-8-400, 401 and 402, PW150A

Fuel Kerosene Type:
ASTM D1655 JET A, ASTM D1655 JET A1

Wide Cut Type:
ASTM D1655 JET B, MIL-DTL-5624 JP-4

conforming to Pratt & Whitney Canada, Inc. Specification No. CPW 204

Oil Oils conforming to specification MIL-L-23699 (See AFM as listed in Approved Publications.)

Engine Limits See AFM as listed in Approved Publications.
Propeller and Dowty Aerospace Model R408/6-123-F/17
Propeller Limits

Blade Diameter 4.11 M (13.5 ft.) nominal

Pitch setting at 0.70 radius:
Feather 84.5°
Flight fine (Electronic) 16.5°
Flight fine (Hydraulic) 16.0°
Ground fine -3.5°
Full reverse -19.0°

Propeller (NP) - Take-off 1020 rpm
Max. continuous 1020 rpm

Airspeed Limits (IAS)

\[ V_{MO} \] (Maximum Operating) 0 to

<table>
<thead>
<tr>
<th>Height (ft)</th>
<th>Knots</th>
<th>m.p.h</th>
</tr>
</thead>
<tbody>
<tr>
<td>8,000</td>
<td>245</td>
<td>282</td>
</tr>
<tr>
<td>10,000</td>
<td>282</td>
<td>325</td>
</tr>
<tr>
<td>18,000</td>
<td>286</td>
<td>329</td>
</tr>
<tr>
<td>20,000</td>
<td>275</td>
<td>316</td>
</tr>
<tr>
<td>25,000</td>
<td>248</td>
<td>285</td>
</tr>
</tbody>
</table>

\[ V_{FE} \] (Flaps extended)

<table>
<thead>
<tr>
<th>Flaps</th>
<th>Knots</th>
<th>m.p.h</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flap 5°</td>
<td>200</td>
<td>230</td>
</tr>
<tr>
<td>Flap 10°</td>
<td>181</td>
<td>208</td>
</tr>
<tr>
<td>Flap 15°</td>
<td>172</td>
<td>198</td>
</tr>
<tr>
<td>Flap 35°</td>
<td>158</td>
<td>182</td>
</tr>
</tbody>
</table>
**V_A (Maneuvering)**  204  235  
**V_LO (Landing gear operation)**  200  230  
**V_LE (Landing gear extended)**  215  247  
**V_B (Rough Air)**  210  242  
Landing Gear Door Open Operative Speed  185  213  
(Max. Speed for operation following an alternate 
landing gear extension)  
**V_MCA (Minimum control speed)**  
| Flap | 15° | 91 | 105 |
| Flap | 10° | 95 | 109 |
| Flap | 5°  | 98 | 113 |
| Flap | 0°  | 113| 130 |

(Refer to AFM for airspeed limits)

**Maximum Weight**  
Take-off weight:  
Models 400, 401 and 402  
(With Modsum 4-201539 incorporated)  27,987 Kg (61,700 lb)  
(With Modsum 4-308807 incorporated)  28,998 Kg (63,930 lb)  
(With Modsum 4-308907 incorporated)  29,257 Kg (64,500 lb)  
(With Modsum 4-309238 incorporated)  29,574 Kg (65,200 lb)

**C.G. Limits**  
See AFM as listed in Approved Publications.

**Maximum Baggage**  
For standard baggage compartments  
Aft baggage compartment: 1669 Kg (3680 lb)  
Fwd baggage compartment: 413 Kg (910 lb)  
See Weight and Balance Manual for other configurations

**DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED:**

**Series 100, 200 and 300:**  
Propeller and Propeller Limits  
The following Hamilton Standard Propeller combinations are approved.

<table>
<thead>
<tr>
<th>Basic Aircraft</th>
<th>Model 101</th>
<th>Models 102, 103 &amp; 106</th>
<th>Models 201 &amp; 202</th>
<th>Models 301, 311, &amp; 315</th>
</tr>
</thead>
<tbody>
<tr>
<td>14SF-7 &amp; -7</td>
<td>14SF-7 &amp; -7</td>
<td>14SF-23 &amp; -23</td>
<td>14SF-15 &amp; 15</td>
<td>14SF-23 &amp; -23</td>
</tr>
</tbody>
</table>

Modification 8/2579 allows the following additional Hamilton Standard Propeller combinations.

<table>
<thead>
<tr>
<th>Models 102, 103, &amp; 106</th>
<th>Models 201 &amp; 202</th>
<th>Models 301, 311, &amp; 315</th>
</tr>
</thead>
<tbody>
<tr>
<td>14SF-15 &amp; 14SF-7</td>
<td>14SF-15 &amp; 14SF-23</td>
<td></td>
</tr>
<tr>
<td>14SF-15 &amp; 14SF-23</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14SF-23 &amp; 14SF-23</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14SF-23 &amp; 14SF-7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Engines

The following Pratt & Whitney Aircraft of Canada engine combinations are approved. Any combination of original engines and/or optional engines within each aircraft model is permitted. For series 200 and 300 aircraft, optional engines must incorporate modification 8/2735.

<table>
<thead>
<tr>
<th>Aircraft Model</th>
<th>Original Engine</th>
<th>Optional Engine</th>
</tr>
</thead>
<tbody>
<tr>
<td>102</td>
<td>PW120A</td>
<td>PW121</td>
</tr>
<tr>
<td>201</td>
<td>PW123C</td>
<td>PW123 PW123B PW123D PW123E</td>
</tr>
<tr>
<td>202</td>
<td>PW123D</td>
<td>PW123 PW123B PW123E</td>
</tr>
<tr>
<td>301 and 311</td>
<td>PW123</td>
<td>PW123B PW123E</td>
</tr>
</tbody>
</table>

The following P&WC Service Bulletin matrix lists the service bulletins which must be incorporated to change an optional engine to the rating of an original engine. The cancelling derate service bulletin is also shown.

<table>
<thead>
<tr>
<th>Optional Engine</th>
<th>Original Engine Rating</th>
<th>P&amp;WC S.B. Derate</th>
<th>P&amp;WC S.B. Cancel Derate</th>
</tr>
</thead>
<tbody>
<tr>
<td>PW123</td>
<td>PW123C PW123D</td>
<td>21501</td>
<td>21502</td>
</tr>
<tr>
<td>PW123B</td>
<td>PW123 PW123C PW123D</td>
<td>21499</td>
<td>21500</td>
</tr>
<tr>
<td>PW123D</td>
<td>PW123C PW123D</td>
<td>21503</td>
<td>21504</td>
</tr>
<tr>
<td>PW123E</td>
<td>PW123 PW123C PW123D</td>
<td>21497</td>
<td>21498</td>
</tr>
</tbody>
</table>

Reference Datum

(Series 100, 200, 300) Plate located on centerline at Station 423.0 in. (1074.4 cm) on underside of fuselage.

(Series 400) Plate located on centerline at “Station 428.0 in” (1087.1 cm) on underside of fuselage.

Leveling Means Plum bob and target in RH emergency exit opening.

Minimum Crew 2 (Pilot and Copilot)

Maximum Occupants

<table>
<thead>
<tr>
<th>Series</th>
<th>Occupants</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 and 200</td>
<td>Not to exceed 44, including 2 pilots, 1 attendants and 1 check pilot (40 passengers when fitted with an approved interior)</td>
</tr>
<tr>
<td>300</td>
<td>Not to exceed 61, including 2 pilots, 2 attendants and 1 check pilot (56 passengers when fitted with an approved interior)</td>
</tr>
</tbody>
</table>
Series 400
Model 400:
Not to exceed 74, including 2 pilots, maximum 3 attendants, minimum 2 attendants and 1 check pilot (68 passengers when fitted with an approved interior)
Model 401:
Not to exceed 76, including 2 pilots, maximum 3 attendants, minimum 2 attendants and 1 check pilot (70 passengers when fitted with an approved interior)
Model 402:
Not to exceed 86, including 2 pilots, maximum 3 attendants, minimum 2 attendants and 1 check pilot (80 passengers when fitted with an approved interior)

Flight Load Factors
- Flaps Up: +2.5g; -1.0g.
- Flaps extended: +2.0g; 0.0g.

Fuel Capacity
<table>
<thead>
<tr>
<th></th>
<th>Usage</th>
<th>lb</th>
<th>US Gal</th>
<th>Imp Gal</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Series 100, 200, 300)</td>
<td>Usable</td>
<td>2575</td>
<td>5678</td>
<td>835</td>
</tr>
<tr>
<td></td>
<td>Unusable</td>
<td>40</td>
<td>87</td>
<td>13</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>2615</td>
<td>5765</td>
<td>848</td>
</tr>
<tr>
<td>(Series 400)</td>
<td>Usable</td>
<td>5318</td>
<td>11724</td>
<td>1724</td>
</tr>
<tr>
<td></td>
<td>Unusable</td>
<td>73</td>
<td>160</td>
<td>24</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>5391</td>
<td>11884</td>
<td>1748</td>
</tr>
</tbody>
</table>

Oil Capacity Per Engine
<table>
<thead>
<tr>
<th>Engine</th>
<th>Usage</th>
<th>US Gal</th>
<th>Imp Gal</th>
</tr>
</thead>
<tbody>
<tr>
<td>PW120/120A/121</td>
<td>Usable</td>
<td>1.0</td>
<td>0.83</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>4.7</td>
<td>3.9</td>
</tr>
<tr>
<td>PW123/123B/123E</td>
<td>Usable</td>
<td>1.9</td>
<td>1.6</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>5.5</td>
<td>4.57</td>
</tr>
<tr>
<td>(Series 400)</td>
<td>PW150A</td>
<td>Usable</td>
<td>1.48</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>6.58</td>
<td>5.48</td>
</tr>
</tbody>
</table>

Maximum Operating Altitude
- Take-off and landing: 10,000 feet
- Enroute: 25,000 feet

Outside Air Temperature Limits
See AFM, as listed under Approved Publications

Control Surface
See Maintenance Manual:
- Series 100  PSM 1-8-2
- Series 200  PSM 1-82-2
- Series 300  PSM 1-83-2
- Series 400  PSM 1-84-2

Import Eligibility
A U.S Airworthiness certificate may be issued on the basis of the Canadian Department of Transport "Certificate of Airworthiness for Export" signed by the Minister of Transport. This form must contain the following statement: "This certifies that the aircraft described above has been manufactured in conformity with the data forming the basis for the DOT Aircraft Type Approval No. A-142 as modified in accordance with the requirements for U.S. registered airplanes FAA Type Certificate No. A13NM defined in AEROC 8.1.AC.1."
Certification Basis

**Series 100, 200 and 300:**
FAR Part 25 dated February 1, 1965 including Amendments 25-1 through 25-51; FAR 25.832, Amendment 25-56; FAR 36 dated December 1, 1969 including Amendments 36-1 through 36-12; SFAR 27 dated December 12, 1973 including Amendments 27-1 through 27-5.

Application for Type Certificate: March 31, 1980 (Series 100)

**Series 200 Additional Requirements:**
FAR Part 25, Amendments 25-52 through 25-66; FAR 25.963(e), Amendment 25-69; FAR 25.361, Amendment 25-72; FAR 25.729(e), Amendment 25-75; FAR Part 34 dated September 10, 1990 (Replaces SFAR 27); FAR Part 36, Amendments 36-1 through 36-20

With the following exceptions *(See Note 6)*
FAR 25.365(e), Amendment 25-54; FAR 25.561, Amendment 25-64; FAR 25.562, Amendment 25-64; FAR 25.783, Amendment 25-54; FAR 25.785, Amendment 25-64; FAR 25.904, Amendment 25-62; FAR 25.1091(e), Amendment 25-57

**Series 300 Additional Requirements:**
All Models;
FAR 25.812, Amendment 25-58

DHC-8-301;
FAR 25.853, Amendment 25-59

DHC-8-311 and 315;
FAR 25.853, Amendment 25-66

DHC-8-315;
FAR Part 34 dated September 10, 1990 (Replaces SFAR 27); FAR Part 36, Amendments 36-1 through 36-20

**Series 100, 200 and 300**

**Items of Equivalent Safety**

1. Pilot compartment view FAR 25.773(b)(2).

2. Ditching emergency exits FAR 25.807(d)(2) Amdt. 25-55. (DHC-8-311 and 315 with CR803SO00001 or CR803SO00002 incorporated)


**Special Conditions**

1. Automatic take-off power control system (ATPCS) (ref. FAA Special Conditions No. 25.-ANM-3).

2. Special Condition No. 25-394-SC, Passenger seats with non-traditional, large, non-metallic panels.
Exemptions
1. FAR 25.571(e)(2)  Propeller Debris (ref. FAA exemption No. NM-102)

2. FAR 25.807(c)(1)  40 passenger configuration Series 100 and 200 (ref. FAA exemption No. 4723 dated October 24, 1986)

Compliance with the following additional optional requirements has been established:

Ice Protection - FAR 25.1419

Compliance with FAR 25.801 has been established when the safety equipment requirements of FAR 25.1411 and the ditching equipment requirements of FAR 25.1415 are satisfied.

Part 26 – Continued Airworthiness and Safety Improvements for Transport Category Airplanes:
Based on § 21.101(g) for changes to TCs, applicable provisions of Part 26 are included in the certification basis. For any future Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

Compliance has been found for the following regulations 14 CFR § 26.11, 26.43, 26.45 and 26.49. (Amdt.No.26-0, through 26-1)

Certification Basis

Series 400:

Federal Aviation Regulations (FAR) Part 25, Airworthiness Standards: Transport Category Airplanes, dated 01 February 1965, Amendments 25-1 through 25-83
Federal Aviation Regulations (FAR) Part 34, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes, effective 10 September, 1990, including Amendment 34-3 effective February 3, 1999.

Federal Aviation Regulations (FAR) Part 36, effective 1 December, 1969, including Amendment 36-1 through 36-21. (See Note 7)

Additional Requirements:


Items of Equivalent Safety:
1. FAA Issue Paper F-1. “Use of 1-g Stall Speed Criteria Instead of Minimum Speed in the Stall”

2. Equivalent Level of Safety has been made for the following regulation:
   14 CFR § 25.815, Width of Aisle, documented in ELOS Memo # AT7055NY-T-CS-1. (See Note 8)

Special Condition:
1. Special Condition No. 25-ANM-121, High Intensity Radiated Fields (HIRF)

2. Special Condition No. 25-154-SC, Automatic take-off power control system (ATPCS)

Exemptions:
1. Exemption No. 6790 to FAR 25.571(e)(1) “Damage Tolerance (Discrete Source) Evaluation at Amendment 25-72”
2. Exemption No. 6833 to FAR 36 Appendix C, Section C36.3c. “Definition of noise Sideline Point [compliance will be shown with ICAO Annex 16, Vol. 1, Iss. 3, Amendment 5, Chapter 3, Section 3.3.1(a)(2)]

Part 26 – Continued Airworthiness and Safety Improvements for Transport Category Airplanes:
Based on § 21.101(g) for changes to TCs, applicable provisions of Part 26 are included in the certification basis. For any future Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

Compliance has been found for the following regulations 14 CFR § 26.11, 26.43, 26.45 and 26.49. (Amdt.No.26-0, through 26-1)

Optional Requirements:
1. Ice Protection: FAR 25.1419
2. Ditching: Compliance with FAR 25.801 has been established when the safety requirements of FAR 25.1411 and the ditching equipment requirements of FAR 25.1415 are satisfied

Serial Numbers Eligible
Series 100
Serial number 2 and subsequent
Series 200
Serial number 391 and subsequent
Series 300
Serial number 100 and subsequent
Series 400
Serial 4001 and subsequent

Equipment
The basic required equipment as prescribed in the applicable airworthiness requirements (See Certification Basis) must be installed in the aircraft.

Approved Publications
Flight Manual
Series 100: PSM 1-81-1A (Models 101, 102, 103 and 106)
Series 200: PSM 1-82-1A (Model 201, 202)
Series 300: PSM 1-83-1A (Models 301, 311 and 315)
Series 400: PSM 1-84-1A (Models 400, 401 and 402)

Airworthiness Limitations (Part 2) and MRB Report (Sections 2 and 3) of the Maintenance Program
Series 100: PSM 1-8-7
Series 200: PSM 1-82-7
Series 300: PSM 1-83-7
Maintenance Requirements Manual, MRM (Section 1, MRB report and Section 2, Airworthiness Limitation Items
Series 400: PSM 1-84-7

Definition Report AEROC 8.1.AC.1

Service Information
Service Bulletins, structural repair manuals, and aircraft flight manuals which contain a statement that the document is Transport Canada approved or Transport Canada approved through the Manufacturers Design Approval Representative are accepted by the FAA and are considered FAA approved. These approvals pertain to the type design only.

Life Limited Parts
Components which are life limited are listed in the "Airworthiness Limitations" section of the Maintenance Program. (See Note 3).

Note 1. A current weight and balance report including list of equipment included in certificated empty weight, and loading instructions must be in each aircraft at the time of original certification and at all times there after except in the case of operators having an approved weight control system. The aircraft total system fuel must be included in the empty weight. System fuel is the amount of fuel required to fill the system plumbing and tanks to the undrainable level plus unusable fuel in the tanks established under FAR 25.959. The aircraft must be loaded so that the C.G. is within specified limits at all times, considering fuel loading and usage, gear retraction, and movement of crew and passengers from their assigned positions.

Note 2. The aircraft must be operated in accordance with the FAA Approved Airplane Flight Manual.

Note 3. Compliance with the frequencies for "Threshold" and "Repeat" inspection specified in the "Airworthiness Limitations", Volume 1, Part 2 of the Maintenance Program (PSM 1-8-7, PSM 1-82-7 and PSM 1-83-7) and MRB report Volume 1, Part 1 of the same document, are required to ensure continuing compliance with the type certification basis. For Series 400, the “Threshold” and “Repeat” inspections are specified in Part 2 of the MRM (Airworthiness Limitations) and Part 1 of the MRM (MRB report).

Note 4. For mixed passenger/cargo configurations see weight and balance manual.

Note 5. Modifications required to convert a Model DHC-8-101 to a 102, a 102 to a 103, a 102/103 to a 106, and a 311 to a 315 are identified in Bombardier Definition Report AEROC 8.1.AC.1 listed in Approved Publications.

Note 6. The DHC-8 Series 200 was certificated as a derivative of the Series 100 aircraft. The applicable basis of certification is the same as the Series 100, but the manufacturer elected to demonstrate compliance with FAR Part 25, up to Amendment 25-66, less the exceptions shown under the Series 200 Certification Basis.

Note 7. The DHC-8 Series 400 is in compliance with the Federal Aviation Regulations (FAR) Part 36, including Amendment 36-1 through 36-28, under Stage 4 as defined in Sections 36.1(f)(9), and 36.1(f)(10), effective 3 February, 2006.

Note 8. The Equivalent Safety Finding is applicable to DHC-8 Series 400 incorporating a post certification design change that introduces a business class section (dual class configuration), whereby the left side overhead bin intrudes into the passenger aisle of the aircraft.

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