



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        | 1200 r.p.m. |
|                  | Max Continuous | 1200 r.p.m. |

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

| <u>Airspeed Limits</u><br><u>(IAS)</u>   |               |     | <u>Knots</u> | <u>m.p.h.</u> |
|--|---------------|-----|--------------|---------------|
| $V_{MO}$ (Maximum operating)   | 0 to 14000 ft |     | 242          | 279           |
|  | 15000 ft      |     | 239          | 275           |
|  | 20000 ft      |     | 223          | 257           |
|  | 25000 ft      |     | 207          | 238           |
| $V_{FE}$ (Flaps extended)  | Flaps 5°      |     | 148          | 170           |
|  | Flaps 15°     |     | 148          | 170           |
|  | Flaps 35°     |     | 130          | 150           |
| $V_A$ (Maneuvering)  |               |     | 163          | 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           |
| 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 15,650 kg (34,500 lb) |
| DHC-8-103 | Take-off weight 15,650 kg (34,500 lb) |
| DHC-8-106 | 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

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

|                                       |  |               |              |               |
|---------------------------------------|--|---------------|--------------|---------------|
| <u>Engines</u>                        | 2-Pratt & Whitney Canada, Inc., PW123C (201)<br>2-Pratt & Whitney Canada, Inc., PW123D (202)<br>(See Data Pertinent to All Models Except as Indicated)   |               |              |               |
| <u>Fuel</u>                           | ASTM D1655 Jet A, Jet A1, Jet B and MIL-T-5624 JP-4 & JP-5 conforming to<br>Pratt and Whitney Canada, Inc. Specification No. CPW 204   |               |              |               |
| <u>Oil</u>                            | Oils conforming to Pratt and Whitney Canada, Inc. Specification No. PWA 521<br>Type II (MIL-L-23699).  |               |              |               |
| <u>Engine Limits</u>                  | See AFM as listed under Approved Publications  |               |              |               |
| <u>Propeller and Propeller Limits</u> | 2-Hamilton Standard Model 14SF-23<br>Blade SFA13( )-0A<br>Diameter 3.96M (13 Ft)<br>Pitch settings at 0.75 radius:<br>Feather 77.5°<br>Flight fine 10.5°<br>Ground fine -5.5°<br>Full reverse -18.5°<br>Propeller (Np) - Takeoff 1200 r.p.m.<br>Max Continuous 1200 r.p.m.<br>(See Data Pertinent to All Models Except as Indicated) |               |              |               |
| <u>Airspeed Limits (IAS)</u>          |  |               | <u>Knots</u> | <u>m.p.h.</u> |
|                                       | V <sub>MO</sub> (Maximum operating)  | 0 to 14000 ft | 242          | 279           |
|                                       |  | 15000 ft      | 239          | 275           |
|                                       |  | 20000 ft      | 223          | 257           |
|                                       |  | 25000 ft      | 207          | 238           |
|                                       | V <sub>FE</sub> (Flaps extended)   | Flaps 5°      | 148          | 170           |
|                                       |  | Flaps 15°     | 148          | 170           |
|                                       |  | Flaps 35°     | 130          | 150           |
|                                       | V <sub>A</sub> (Maneuvering)   |               | 163          | 188           |
|                                       | V <sub>LO</sub> (Landing gear operation)   |               | 158          | 182           |
|                                       | V <sub>LE</sub> (Landing gear extended)  |               | 172          | 198           |
|                                       | V <sub>B</sub> (Rough Air)   |               | 180          | 207           |
|                                       | Landing Gear Doors Open Operative<br>Speed (Max. speed for operation<br>following an alternate landing gear extension)   |               | 140          | 161           |
|                                       | V <sub>MCA</sub> (Minimum control speed)   | Flaps 5°      | 79           | 91            |
|                                       |  | 15°           | 75           | 86            |
| <u>Maximum Weight (Mass)</u>          | All Models, Take-off weight 16,466 kg (36,300 lb)<br>(For other weights see AFM as listed under Approved Publications)   |               |              |               |
| <u>CG Limits</u>                      | 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 ASTM D1655 Jet A, Jet A1, Jet B, and MIL-T-5624 JP-4 & JP-5 conforming to Pratt and Whitney Canada, Inc. Specification No. CPW 204

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

Blade SFA13 ( )-0A  
 Diameter 3.96M (13 Ft)

Pitch settings at 0.75 radius:

Feather 77.5°  
 Flight fine 11.5°  
 Ground fine -7.5°  
 Full reverse -18.5°

Propeller (Np) - Takeoff 1200 r.p.m.  
 Max Continuous 1200 r.p.m.

(See Data Pertinent to All Models Except as Indicated)

| <u>Airspeed Limits (IAS)</u> | $V_{MO}$ (Maximum operating) | Altitude | <u>Knots</u>  | <u>m.p.h.</u> |
|------------------------------|------------------------------|----------|---------------|---------------|
|                              |                              |          | 0 to 17000 ft | 243           |
|                              |                              | 20000 ft | 232           | 267           |
|                              |                              | 25000 ft | 214           | 246           |

#### DHC-8-301

|                           |           |     |     |
|---------------------------|-----------|-----|-----|
| $V_{FE}$ (Flaps extended) | Flaps 5°  | 160 | 184 |
|                           | Flaps 10° | 149 | 171 |
|                           | Flaps 15° | 149 | 171 |
|                           | Flaps 35° | 135 | 155 |

|                                   |     |     |
|-----------------------------------|-----|-----|
| $V_A$ (Maneuvering)               | 176 | 203 |
| $V_{LO}$ (Landing gear operation) | 158 | 182 |
| $V_{LE}$ (Landing gear extended)  | 173 | 199 |
| $V_B$ (Rough Air)                 | 188 | 216 |
| Landing Gear Doors Open Operative | 140 | 161 |

|                                |  |  |   |     |
|--------------------------------|--|--|---|-----|
|                                | Speed (Max. speed for operation following an alternate landing gear extension) |  |   |     |
|                                | V <sub>MCA</sub> (Minimum control speed)                                       | Flaps 5 <sup>0</sup>   | 83  | 96  |
|                                |  | Flaps 15 <sup>0</sup>  | 77  | 89  |
| <u>DHC-8-311 and 315</u>       |  | <u>Knots</u>   | <u>m.p.h.</u>   |     |
|                                | V <sub>FE</sub> (Flaps extended)   | Flaps 5 <sup>0</sup>   | 163   | 187 |
|                                |  | Flaps 10 <sup>0</sup>  | 154   | 177 |
|                                |  | Flaps 15 <sup>0</sup>  | 150   | 173 |
|                                |  | Flaps 35 <sup>0</sup>  | 138   | 159 |
|                                | V <sub>A</sub> (Maneuvering)   |  | 177   | 204 |
|                                | V <sub>LO</sub> (Landing gear operation)                                       |  | 163   | 187 |
|                                | V <sub>LE</sub> (Landing gear extended)  |  | 173   | 199 |
|                                | V <sub>B</sub> (Rough Air)   |  | 190   | 219 |
|                                | Landing Gear Doors Open Operative  |  | 140   | 161 |
|                                | Speed (Max. speed for operation following an alternate landing gear extension) |  |   |     |
|                                | V <sub>MCA</sub> (Minimum control speed)                                       | Flaps 15 <sup>0</sup>  | 78  | 90  |
|                                |  | Flaps 10 <sup>0</sup>  | 80  | 92  |
|                                |  | Flaps 5 <sup>0</sup>   | 83  | 95  |
|                                |  | Flaps 0 <sup>0</sup>   | 95  | 109 |
| <u>Maximum Weight (Mass)</u>   | DHC-8-301  | Take-off weight  | 18,640 kg (41,100 lb)   |     |
|                                | DHC-8-311 and 315  | Take-off weight  | 18,640 kg (41,100 lb)   |     |
|                                |  |  | 19,000 kg (41,880 lb)   |     |
|                                |  |  | (with CR803SO00001 incorporated)                                  |     |
|                                |  |  | 19,500 kg (43,000 lb)   |     |
|                                |  |  | (with CR803SO00002 incorporated)                                  |     |
|                                |  |  | (For other weights see AFM as listed under Approved Publications) |     |
| <u>CG Limits</u>               |  | See AFM as listed under Approved Publications  |   |     |
| <u>Maximum Baggage</u>         |  | 1,130 kg (2500 lb) for standard baggage compartment (See Weight and Balance Manual for other configurations)   |   |     |
| <u>Cargo/Combi (DHC-8-311)</u> |  | 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 TBD, 2000 by the FAA and July 30, 1999 by the Canadian Department of Transport                |
| Model 401 | Approved January TBD, 2000 by the FAA and August 3, 1999 by the Canadian Department of Transport               |
| Model 402 | Approved January TBD, 2000 by the FAA and August 4, 1999 by the Canadian Department of Transport               |
| Engines   | 2 Pratt & Whitney Aircraft of Canada engines as follows:<br>DHC-8-400, 401 and 402                      PW150A |
| Fuel      | Kerosene Type:<br>ASTM D1655 JET A, ASTM D1655 JET A1<br>MIL-T-5624 JP-5, MIL-T-5624 JP-8                      |

Wide Cut Type:  
ASTM D1655 JET B, MIL-T-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 Propeller Limits | Dowty Aerospace Model R408/6-123-F/17   |                           |       |       |
|                                | Blade Diameter  | 4.11 M (13.5 ft.) nominal |       |       |
|                                | Pitch setting at 0.75 radius:   |                           |       |       |
|                                | Feather   | 84.5°                     |       |       |
|                                | Flight fine (Electronic)  | 16.5°                     |       |       |
|                                | Flight fine (Hydraulic)   | 16.0°                     |       |       |
|                                | Ground fine   | -3.5°                     |       |       |
|                                | Full reverse  | -18.5°                    |       |       |
|                                | Propeller (NP) - Take-off   | 1020 rpm                  |       |       |
|                                | Max. continuous   | 1020 rpm                  |       |       |
| Airspeed Limits (IAS)          |   |                           | Knots | m.p.h |
|                                | V <sub>MO</sub> (Maximum Operating) 0 to  | 8,000 ft                  | 245   | 282   |
|                                |   | 10,000 ft                 | 282   | 325   |
|                                |   | 18,000 ft                 | 286   | 329   |
|                                |   | 20,000 ft                 | 275   | 316   |
|                                |   | 25,000 ft                 | 248   | 285   |
|                                | V <sub>FE</sub> (Flaps extended)  | Flap 5°                   | 200   | 230   |
|                                |   | Flap 10°                  | 181   | 208   |
|                                |   | Flap 15°                  | 172   | 198   |
|                                |   | Flap 35°                  | 158   | 182   |
|                                | V <sub>A</sub> (Maneuvering)  |                           | 163   | 188   |
|                                | V <sub>LO</sub> (Landing gear operation)  |                           | 200   | 230   |
|                                | V <sub>LE</sub> (Landing gear extended)   |                           | 215   | 247   |
|                                | V <sub>B</sub> (Rough Air)  |                           | 210   | 242   |
|                                | Landing Gear Door Open Operative Speed (Max. Speed for operation following an alternate landing gear extension) |                           | 185   | 213   |
|                                | V <sub>MCA</sub> (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: All Models  | 27783 Kg  | (61,250 lb) |
|                 | Models 400, 401 and 402  |           |             |
|                 | (With Modsum 4Q301700 incorporated)  | 27996 Kg  | (61,720 lb) |
|                 | (With Modsum 4Q301600 incorporated)  | 28,690 Kg | (63,250 lb) |
|                 | (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) |
| C.G. Limits     | See AFM as listed in Approved Publications.  |           |             |
| Maximum Baggage | For standard baggage compartments (without APU and with G3 galley installed)<br>Aft baggage compartment: 1315 Kg (2900 lb)<br>Fwd baggage compartment: 412 Kg (910 lb)<br>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.

| Basic Aircraft |                          |                     |                               |
|----------------|--------------------------|---------------------|-------------------------------|
| Model<br>101   | Models<br>102, 103 & 106 | Models<br>201 & 202 | Models<br>301, 311, & 315     |
| 14SF-7 & -7    | 14SF-7 & -7              | 14SF-23 & -23       | 14SF-15 & 15<br>14SF-23 & -23 |

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

|                        |                   |                        |
|------------------------|-------------------|------------------------|
| Models 102, 103, & 106 | Models 201 & 202  | Models 301, 311, & 315 |
| 14SF-15 & 14SF-15      | 14SF-15 & 14SF-15 | 14SF-15 & 14SF-23      |
| 14SF-15 & 14SF-7       | 14SF-15 & 14SF-23 |                        |
| 14SF-15 & 14SF-23      |                   |                        |
| 14SF-23 & 14SF-23      |                   |                        |
| 14SF-23 & 14SF-7       |                   |                        |

**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. Optional engines must incorporate modification 8/2735

| Approved Engine Combinations |                 |                                     |
|------------------------------|-----------------|-------------------------------------|
| Aircraft Model               | Original Engine | Optional Engine                     |
| 201                          | PW123C          | PW123<br>PW123B<br>PW123D<br>PW123E |
| 202                          | PW123D          | PW123<br>PW123B<br>PW123E           |
| 301 and 311                  | PW123           | PW123B<br>PW123E                    |

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.

| P&WC Service Bulletin Matrix |                           |                  |                         |
|------------------------------|---------------------------|------------------|-------------------------|
| Optional Engine              | Original Engine Rating    | P&WC S.B. Derate | P&WC S.B. Cancel Derate |
| PW123                        | PW123C<br>PW123D          | 21501            | 21502                   |
| PW123B                       | PW123<br>PW123C<br>PW123D | 21499            | 21500                   |
| PW123D                       | PW123C                    | 21503            | 21504                   |
| PW123E                       | PW123<br>PW123C<br>PW123D | 21497            | 21498                   |

#### 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

Series 100 and 200  
 Not to exceed 44, including 2 pilots, 1 attendants and 1 check pilot (40 passengers when fitted with an approved interior)

Series 300  
 Not to exceed 61, including 2 pilots, 2 attendants and 1 check pilot (56 passengers when fitted with an approved interior)

Series 400

Model 400:

Not to exceed 73, including 2 pilots, 2 attendants and 1 check pilot (68 passengers when fitted with an approved interior)

Model 401:

Not to exceed 75, including 2 pilots, 2 attendants and 1 check pilot (70 passengers when fitted with an approved interior)

Model 402:

Not to exceed 83, including 2 pilots, 2 attendants and 1 check pilot (78 passengers when fitted with an approved interior)

| <u>Flight Load Factors</u> | Flaps Up       | +2.5g;    | -1.0g.    |               |                |
|----------------------------|----------------|-----------|-----------|---------------|----------------|
|                            | Flaps extended | +2.0g;    | 0.0g.     |               |                |
| <u>Fuel Capacity</u>       |                | <u>kg</u> | <u>lb</u> | <u>US Gal</u> | <u>Imp Gal</u> |
| (Series 100, 200, 300)     | Usable         | 2575      | 5678      | 835           | 695            |
|                            | Unusable       | 40        | 87        | 13            | 11             |
|                            | Total          | 2615      | 5765      | 848           | 706            |
| (Series 400)               | Usable         | 5321      | 11731     | 1724          | 1436           |
|                            | Unusable       | 73        | 161       | 24            | 20             |
|                            | Total          | 5394      | 11892     | 1748          | 1456           |

| <u>Oil Capacity Per Engine</u> |                 |        | <u>US Gal</u> | <u>Imp Gal</u> |
|--------------------------------|-----------------|--------|---------------|----------------|
|                                | PW120/120A/121  | Usable | 1.0           | 0.83           |
|                                |                 | Total  | 4.7           | 3.9            |
|                                | PW123/123B/123E | Usable | 1.9           | 1.6            |
|                                |                 | Total  | 5.5           | 4.57           |
| (Series 400)                   | PW150A          | Usable | 1.48          | 1.23           |
|                                |                 | Total  | 6.58          | 5.48           |

| <u>Maximum Operating Altitude</u> | Take-off and landing | 10,000 feet |
|-----------------------------------|----------------------|-------------|
|                                   | Enroute              | 25,000 feet |

| <u>Outside Air Temperature Limits</u> | See AFM, as listed under Approved Publications |
|---------------------------------------|--|
|---------------------------------------|--|

| <u>Control Surface</u> | 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 |

| <u>Import Eligibility</u> | 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 BasisSeries 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 300Items 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)
3. Cargo compartment classification FAR 25.857(b)&(d) Amdt. 25-60, for the 20, 40 & 48 passenger configurations. DHC-8-311 Flight Manual Suppl. 42, Iss. 3, Cargo Loading Manual PSM 1-83-8A, Suppl. 1, Iss. 3 and Weight & Balance Manual PSM 1-83-8C are required. (S/N 230 & 242)

Special Conditions

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

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.

Certification BasisSeries 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.

Additional Requirements:

Federal Aviation Regulations (FAR) Part 25, Airworthiness Standards: Transport Category Airplanes, dated 01 February 1965, Amendments 25-84 through 25-86, and 25-92.

Items of Equivalent Safety:

FAA Issue Paper F-1. "Use of 1-g Stall Speed Criteria Instead of Minimum Speed in the Stall"

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 C36.3©. "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)]"

3. Exemption No. 6864 to FAR 25.1435(b)(1) "Hydraulic System – Test and Analysis, at Amendment 25-72"

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*

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*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.*

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