DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A21EA
Revision No.24
Canadair

CL-600-1A11 (CL-600)
CL-600-2A12 (CL-601)
CL-600-2B16 (CL-601-3A Variant)
CL-600-2B16 (CL-601-3R Variant)
CL-600-2B16 (CL-604 Variant)
CL-600-2B19 (Regional Jet Series 100 & 440)
CL-600-2C10 (Regional Jet Series 700, 701 & 702)
CL-600-2D15 (Regional Jet Series 705)
CL-600-2D24 (Regional Jet Series 900)

November 3, 2006

# TYPE CERTIFICATE DATA SHEET NO. A21EA

This data sheet, which is part of Type Certificate No. A21EA, 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.
400 Cote Vertu West
Dorval, Quebec, Canada
H4S 1Y9

**I - Model CL-600-1A11 (Transport Category), Approved November 7, 1980, by the FAA and August 10, 1980, by the Canadian Department of Transport (DOT).**

Engines: Two AVCO Lycoming ALF-502L or ALF-502L-2

Fuel

| Type | Specifications | | |
|---|---|---|---|
| | Canada | U.S.A. | U.K. |
| Jet A | CAN2-3.23-M81 | ASTM D1655 | D. Eng RD2494 |
| Jet A-1 | CAN2-3.23-M81 | ASTM D1655 | D. Eng RD2494 |
| Grade JP-5 | - | MIL-T-5624 | D. Eng RD2452 |
| Grade JP-8 | - | MIL-T-83133A | D. Eng RD2453 |
| Jet B | CAN2-3.22-M80 | ASTM D1655 | D. Eng RD2486 |
| JP-4 | CAN2-3.22-M80 | MIL-T-5624 | D. Eng RD2486 |

Jet A and Jet A-1 fuels must contain an approved anti-icing additive unless Canadair Modification Summary 600-702 and Lycoming Service Bulletin ALF-502-79-0007 are incorporated.

Oil: Engine, APU, Generator Adapter:
MIL-L-7808 (Type I) or MIL-L-23699 (Type II) or other approved oils as identified in the Maintenance Manual (refer to Approved Publications).

Engine Limits

| | SL Static Thrust(lb.) | Compressor RPM LP %N1 | Compressor RPM HP %N2 | Interturbine Temperature °C | Interturbine Temperature °F |
|---|---|---|---|---|---|
| Takeoff (5 minutes) | 7500 | 96.0 | 98.2 | 904 | 1660 |
| Maximum Continuous | 7100 | 96.0 | 96.4 | 877 | 1610 |
| *Starting maximum | | | | 823 | 1513 |

Maximum Oil Temperature: Normal 143°C(290°F)
**Transient 170°C(338°F)

*Time limit 10 seconds above 793°C(1460°F)
**Permitted during power reduction. Normal temperature must be achieved within two minutes of achieving steady state operation.

| Page No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rev. No. | 24 | 7 | 6 | 7 | 10 | 7 | 7 | 7 | 10 | 7 | 7 | 7 | 10 | 22 | 11 | 23 | 22 | 22 |
| Page No. | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 |
| Rev. No. | 22 | 22 | 24 | 24 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 24 | 24 |

| | | | |
|---|---|---|---|
| Oil Pressure | Maximum | Sea Level | 120 p.s.i. |
| | Minimum | At steady state low or high idle | 30 p.s.i. |

| | | | |
|---|---|---|---|
| APU Limits | Maximum RPM | 110% | |
| | Maximum EGT: | °C | °F |
| | Starting (10 Seconds) | 974 | 1785 |
| | Running | 731 | 1348 |

| | | | | | |
|---|---|---|---|---|---|
| Airspeed Limits (CAS) (See NOTE 1) | $V_{mo}$ and $M_{mo}$ (maximum operating) | | m.p.h. | Knots | Mach |
| | Sea level to 10000 ft. | | 345 | 300 | |
| | above 10000 ft. | | 368 | 320 | 0.79 |
| | $V_{fe}$ (Flaps extended) | 20° | 265 | 230 | |
| | | 30° | 226 | 196 | |
| | | 45° | 193 | 168 | |
| | $V_a$ (maneuvering) (See Flight Manual for variation of $V_a$ with altitude and aircraft weight). | | | | |
| | $V_{1o}$(Landing gear operation) | | 226 | 197 | |
| | $V_{le}$ (Landing gear extended) | | 288 | 250 | |

C.G. Range (See NOTE 1)

| Weight, lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) |
|---|---|---|
| 24000 to 31300 | 16% (+502.848) | - - - |
| 36500 | 18% (+504.701) | 28% (+513.965) |
| 25800 | - - - | 33% (+518.598) |
| 24000 | - - - | 33% (+518.598) |

Straight line variation between points given.

| | |
|---|---|
| Datum | Fuselage station 0, located 375 inches forward of weighing datum jig point. |
| Mean Aerodynamic Chord (MAC) | 92.644 in. (Leading edge of MAC from datum at +488.025 in.) |
| Leveling Means | Target plate and plumb bob bracket within rear fuselage, at fuselage station 718. |

Maximum Weights (See NOTE 1)

| | lb.* |
|---|---|
| Ramp | 36500 |
| Takeoff | 36000 |
| Landing | 30500 |
| Zero Fuel | 25800 |
| Minimum flight weight | 24000 |

*Certain aircraft are eligible for operation at an increased weight. See AFM as in approved publications.

| | |
|---|---|
| Minimum Crew | Two (Pilot and Co-pilot) |
| Maximum Occupants (See NOTE 1) | Twenty-one (includes crew). |

| Fuel Capacity | | U.S. Gal | Imp. Gal. | Kg. | Weight, lb. | Mom. Arm-in. |
|---|---|---|---|---|---|---|
| | 2 main tanks (each) | 732.5 | 611.3 | 2259.1 | 4981 | (+506.5) |
| | 1 center tank | 751 | 625.8 | 2316.1 | 5107 | (+457.5) |
| | total | 2216 | 1848.4 | 6834.3 | 15069 | - - - |
| | Usable | | | | | |
| | 2 main tanks (each) | 725 | 605 | 2236 | 4930 | (+506.5) |
| | 1 center tank | 750 | 625 | 2313 | 5100 | (+457.5) |
| | total | 2200 | 1835 | 6785 | 14960 | - - - |

See NOTE 1(b) for system fuel.

| Oil Capacity | | U.S. Gal | Imp. Gal. | Kg. | Weight, lb. | Mom.Arm-in. |
|---|---|---|---|---|---|---|
| | 2-engines (each) | 3.69 | 3.07 | 12.88 | 28.4 | (+623) |
| | total | 7.38 | 6.14 | 25.76 | 56.8 | (+623) |
| | Usable | | | | | |
| | 2-engines (each) | 1.94 | 1.61 | 6.76 | 14.9 | (+623) |
| | total | 3.87 | 3.22 | 13.52 | 29.8 | (+623) |

See NOTE 1(c) for system oil.

| APU | | | | | |
|---|---|---|---|---|---|
| usable | .408 | .340 | 1.43 | 3.144 | (+675) |
| total | .714 | .594 | 2.49 | 5.5 | (+675) |
| unusable | .306 | .254 | 1.06 | 2.356 | (+675) |

Maximum Operating Altitude (See NOTE 1)
Take off and landing: 5000 ft.
En route: 40000 ft.
41000 ft. with Canadair Limited Modification Summaries 600-1923 and 600-8330 incorporated.

| Control Surface Movements | | |
|---|---|---|
| Rudder | 20° (+1.0°, - 0.5°)Left | 20° (+1.0°, - 0.5°)Right |
| Elevator | 23.6°(+ or - 1.0°)Up | 18.4°(+ or - 1.0°)Down |
| Horizontal Stabilizer | 0°(+0.5° or -0.25°)LE Up | -9°(+ or -0.5°)LE Down |
| Aileron | 20.8°(+ or - 1.0 °)Up | 21.3°(+ or - 1.0°) Down |
| Flap – Inboard | | 0° - 45° (+ or -1°) Down |
| - Outboard | | 0° -46.7°(+ or -1°) Down |
| Flight spoiler | 0° -40°(+3°, -0°)Up | |

Serial Numbers Eligible: 1002, 1004 and subsequent

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.

**II - Model CL-600-2A12 (Transport Category), Approved March 11, 1983, by the FAA and February 25, 1983, by the Canadian Department of Transport (DOT).**

Engines: Two General Electric CF-34-1A or *

| Fuel | Type | Specifications | | |
|---|---|---|---|---|
| | | Canada | U.S.A | U.K. |
| | Jet A | CAN2-3.23-M81 | ASTM D1655 | D. Eng RD2494 |
| | Jet A-1 | CAN2-3.23-M81 | ASTM D1655 | D. Eng RD2494 |
| | Grade JP-5 | - | MIL-T-5624 | D. Eng RD2452 |
| | Grade JP-8 | - | MIL-T-83133A | D. Eng RD2453 |
| | Jet B | CAN2-3.22-M80 | ASTM D1655 | D. Eng RD2486 |
| | JP-4 | CAN2-3.22-M80 | MIL-T-5624 | D. Eng RD2486 |

Oil

Engine, APU, Generator Adapter:
MIL-L-7808 (Type I) or MIL-L-23699 (Type II) or other approved oils as identified in the Maintenance manual (refer to Approved Publications).

Engine Limits

| | SL Static Thrust (lb.) | Compressor RPM LP %N1 | Compressor RPM HP %N2 | Interturbine Temp.** °C | Interturbine Temp.** °F | Time Limit |
|---|---|---|---|---|---|---|
| Max. takeoff (APR operating) | 9140 | 98.6 | 99.4 | 857 | 1576 | 5 minutes |
| Max. takeoff (APR not operating | 8650 | 96.2 | 98.2 | 842 | 1548 | 5 minutes |
| Max. continuous | 8920 | 98.6 | 99.2 | 838 | 1540 | |
| Idle range | | | 62.9-64.0 | | | |
| Min.Idle in icing conditions | | | 64.0 | | | |
| Transient: | | | | | | |
| Takeoff (APR operating) | | | | 886 | 1627 | 2 minutes |
| Takeoff (APR not operating) | | | | 864 | 1588 | 2 minutes |
| Start/relight | | | | 899 | 1650 | 25 seconds |
| | | | | 885 | 1625 | 50 seconds |

* One - General Electric CF-34-3A and one CF-34-3A2 or
One - General Electric CF-34-1A and one CF-34-3A or
Two - General Electric CF-34-3A or
Two - General Electric CF-34-3A2
Service Bulletin 601-0238 "Engines use of 3A engines at 3A power settings," must be incorporated.

** See AFM as listed in Approved Publications for CF-34-3A and CF-34-3A2 engines ITT limits.

NOTE

1. Above 40000 feet, engine anti-ice bleed or air conditioning unit must be selected ON for each engine.

2. Engine Limits with APR Operating are only applicable to Outside Air Temperatures of -4°F (-20°C) and above.

| | | °C | °F |
|---|---|---|---|
| Oil Temperature | Maximum Permissible (15 minutes Maximum): | +163 | 325 |
| | Maximum for Single Engine Climb (60 minutes maximum) | +155 | 311 |
| | Maximum continuous: | +150 | 302 |
| | Minimum for starting: | - 40 | - 40 |

Oil Pressure

Maximum Transient Cold Start: 100 psi (Six minutes maximum)
Maximum Continuous: 95 psi

Minimum at steady state idle: 25 psi
at takeoff (power): 40 psi

**APU Limits**

Maximum RPM 110%

| Maximum EGT: | °C | °F |
|---|---|---|
| Starting (10 seconds) | 974 | 1785 |
| Running | 731 | 1348 |

**Airspeed Limits (CAS)**

| $V_{mo}$ and $M_{mo}$ (maximum operating) | m.p.h. | Knots | Mach |
|---|---|---|---|
| Sea level to 10000 ft. | 345 | 300 | - |
| 10000 ft. to 21420 ft. | 420 | 365 | - |
| 21420 ft. to 25740 ft. | - | - | 0.79 |
| 25740 ft. to 28640 ft. | 385 | 335 | |
| above 28640 ft. | - | - | 0.835 |

| $V_{fe}$ (Flaps extended) | | | |
|---|---|---|---|
| | 20° | 265 | 230 |
| | 30° | 226 | 196 |
| | 45° | 215 | 187 |

$V_a$ (maneuvering)
(See Flight Manual for variation of $V_a$ with altitude and aircraft weight).

| | | |
|---|---|---|
| $V_{1o}$ (Landing gear operation) | 226 | 196 |
| $V_{1e}$ (Landing gear extended) | 288 | 250 |

**C.G. Range (See NOTE 1)**

| Weight, lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) |
|---|---|---|
| 25000 to 42250 | 16 % (+502.848) | - - - |
| 42250 | - - - | 30% (+515.818) |
| 31000 | - - - | 35% (+520.450) |
| 25000 | - - - | 35% (+520.450) |

Straight line variation between points given.

**Datum**

Fuselage station 0, located 375 inches forward of weighing datum jig point.

**Mean Aerodynamic Chord (MAC)**

92.644 in. (Leading edge of MAC from datum at +488.025 in.)

**Leveling Means**

Target plate and plumb bob bracket within rear fuselage, at fuselage station 718.

**Maximum Weights (See NOTE 1)**

| | 1b.* |
|---|---|
| Ramp | 42250 |
| Takeoff | 42100 |
| Landing | 36000 |
| Zero Fuel | 29500 |
| Minimum flight weight | 25000 |

*Certain aircraft are eligible for operation at an increased weight. See AFM as in approved publications.

**Minimum Crew**

Two (Pilot and Co-pilot)

**Maximum Occupants (See NOTE 1)**

Twenty-two (includes crew).

| Fuel Capacity | | U.S. Gal | Imp. Gal | Kg. | Weight, lb. | Mom. Arm-in. |
|---|---|---|---|---|---|---|
| | 2 main tanks (each) | 721 | 600.4 | 2224 | 4903 | (+506.6) |
| | Fuselage Tanks | 1012 | 842.7 | 3121 | 6882 | (+455.6) |
| | Total | 2454 | 2043.4 | 7569 | 16688 | |
| | Usable | | | | | |
| | 2 main tanks (each) | 720 | 600 | 2221 | 4896 | (+506.6) |
| | Fuselage tanks | 1011 | 842 | 3118 | 6875 | (+455.6) |
| | Total | 2451 | 2042 | 7560 | 16667 | |

See NOTE 1(b) for system fuel.

| Oil Capacity | | U.S. Gal | Imp. Gal. | Kg. | Weight, lb. | Mom. Arm-in. |
|---|---|---|---|---|---|---|
| | 2-engines (each) | 1.70 | 1.42 | 5.94 | 13.09 | (+656.0) |
| | Total | 3.40 | 2.83 | 11.88 | 26.18 | (+656.0) |
| | Usable | | | | | |
| | 2-engines (each) | 1.38 | 1.14 | 4.80 | 10.59 | (+656.0) |
| | Total | 2.75 | 2.29 | 9.60 | 21.18 | (+656.0) |
| | See NOTE 1(c) for system oil. | | | | | |
| | APU | | | | | |
| | usable | .408 | .340 | 1.43 | 3.144 | (+646.0) |
| | Total | .714 | .594 | 2.49 | 5.5 | (+646.0) |
| | unusable | .306 | .254 | 1.06 | 2.356 | (+646.0) |

| | | | |
|---|---|---|---|
| Maximum Operating Altitude | Take off and landing: | 10000 ft. | |
| | En route: | 41000 ft. | |
| Control Surface Movements | Rudder | 25°(+1.0°, -.5°) Left | 25°(+1.0°, -.5°) Right |
| | Elevator | 23.6°(+ or - 1.0°)Up | 18.4°(+ or - 1.0°)Down |
| | Horizontal Stabilizer | 0°(+0.5° or -0.25°)LE Up | -9°(+ or - 0.5°)LE Down |
| | Aileron | 20.8°(+ or - 1.0°)Up | 21.3°( + or - 1.0°) Down |
| | Flap - Inboard | | 0° -45°(+ or - 1°) Down |
| | - Outboard | | 0° -46.7°(+ or -1°) Down |
| | Flight spoiler | 0° -40°(+3°, -0°) Up | |
| Serial Numbers Eligible | 1003, 3001, and subsequent | | |

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.

**III - Model CL-600-2B16 (Transport Category), Approved April 30, 1987, by the FAA and April 21, 1987, by the Canadian Department of Transport (DOT).**

| | | |
|---|---|---|
| Engines | (variant CL-601-3A) | Two General Electric CF-34-3A or CF-34-3A2 or<br>One General Electric CF-34-3A and one CF-34-3A2 |
| | (variant CL-601-3R) | Two General Electric CF-34-3A1 (Serial Number 5135 and subsequent) Approved by the FAA 15 July 1995. |
| | (variant CL-604) | Two General Electric CF 34-3B (Serial Number 5301 and subsequent) Approved by the FAA 31 May 1995. |

| Fuel | Type | Specifications | | |
|---|---|---|---|---|
| | | Canada | U.S.A. | U.K. |
| | Jet A | CAN2-3.23-M81 | ASTM D1655 | D. Eng RD2494 |
| | Jet A-1 | CAN2-3.23-M81 | ASTM D1655 | D. Eng RD2494 |
| | Grade JP-5 | - | MIL-T-5624 | D. Eng RD2452 |
| | Grade JP-8 | - | MIL-T-83133A | D. Eng RD2453 |
| | Jet B | CAN2-3.22-M80 | ASTM D1655 | D. Eng. RD2486 |
| | JP-4 | CAN2-3.22-M80 | MIL-T-5624 | D. Eng RD2486 |

Oil

Engine, APU, Generator Adapter:

MIL-L-7808 (Type I) or MIL-L-23699 (Type II) or other approved oils as identified in the Maintenance manual (refer to Approved publications).

**CL-601 3A & 3R Variants**

| Engine Limits | SL Static Thrust (lb.) | Compressor RPM | | Interturbine Temp.** | | |
|---|---|---|---|---|---|---|
| | | LP %N1 | HP %N2 | °C | °F | Time Limit |
| Max. takeoff (APR operating) | 9140 | 98.6 | 99.4 | 871 | 1600 | 5 minutes |
| Max. takeoff (APR not operating) | 8650 | 96.2 | 98.2 | 860 | 1580 | 5 minutes |
| Max. continuous | 8920 | 98.6 | 99.2 | 860 | 1580 | |
| Idle range | | | 62.9-64.0 | | | |
| Min. Idle in icing conditions | | | 64.0 | | | |
| Transient: | | | | | | |
| Takeoff (APR operating) | | | | 900 | 1652 | 2 minutes |
| Takeoff (APR not operating) | | | | 878 | 1612 | 2 minutes |
| Start/relight | | | | 899 | 1650 | 25 seconds |
| | | | | 885 | 1625 | 50 seconds |

** See AFM as listed in Approved Publications for CF-34-3A and CF-34-3A2 engines ITT limits.

NOTE

1. Above 40000 feet, engine anti-ice bleed or air conditioning unit must be selected ON for each engine.

2. Engine Limits with APR Operating are only applicable to Outside Air Temperatures of -4°F (-20°C) and above.

| | | °C | °F |
|---|---|---|---|
| Oil Temperature | Maximum Permissible (15 minutes Maximum): | +163 | 325 |
| | Maximum for Single Engine Climb (60 minutes maximum) | +155 | 311 |
| | Maximum continuous: | +150 | 302 |
| | Minimum for starting: | - 40 | - 40 |

| | | |
|---|---|---|
| Oil Pressure | Maximum Transient Cold Start: | 100 psi (Six minutes maximum) |
| | Maximum Continuous: | 95 psi |
| | Minimum at steady state idle: | 25 psi |
| | at takeoff (power): | 40 psi |

| | | | | |
|---|---|---|---|---|
| APU Limits | Maximum RPM | 110% | | |
| | Maximum EGT: | | °C | °F |
| | Starting (10 seconds) | | 974 | 1785 |
| | Running | | 731 | 1348 |

**CL-601 3A & 3R Variants**

| | | | | | |
|---|---|---|---|---|---|
| Airspeed Limits (CAS) | $V_{mo}$ and $M_{mo}$ (maximum operating) | | m.p.h. | Knots | Mach |
| | Sea level to 10000 ft. | | 345 | 300 | - |
| | 10000 ft. to 21330 ft. | | 420 | 365 | - |
| | 21330 ft. to 25640 ft. | | - | - | 0.79 |
| | 25640 ft. to 28720 ft. | | 385 | 335 | |
| | above 28720 ft. | | - | - | 0.835 |
| | $V_{fe}$ (Flaps extended) | 20° | 265 | 230 | |
| | | 30° | 226 | 196 | |
| | | 45° | 215 | 187 | |
| | $V_a$ (maneuvering) | | | | |
| | (See Flight Manual for variation of $V_a$ with altitude and aircraft weight). | | | | |
| | $V_{1o}$ (Landing gear operation) | | 226 | 196 | |
| | $V_{1e}$ (Landing gear extended) | | 288 | 250 | |

C.G. Range
(See NOTE 1)

| Weight, lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) |
|---|---|---|
| 25000 to 42250 | 16% (+502.848) | - - - |
| 43250 | - - - | 30% (+515.818) |
| 31000 | - - - | 35% (+520.450) |
| 25000 | - - - | 35% (+520.450) |

Straight line variation between points given.

Datum: Fuselage station 0, located 375 inches forward of weighing datum jig point.

Mean Aerodynamic Chord (MAC): 92.644 in. (Leading edge of MAC from datum at +488.025 in.)

Leveling Means: Target plate and plumb bob bracket within rear fuselage, at fuselage station 718.

Maximum Weights
(See NOTE 1)

| | lb. * |
|---|---|
| Ramp | 43250 |
| Takeoff | 43100 |
| Landing | 36000 |
| Zero Fuel | 29500 |
| Minimum flight weight | 25000 |

*Certain aircraft are eligible for operation at different weights. See AFM as in approved publications. 601-3R Variant for aircraft S/N 5135 and subsequent.

Minimum Crew: Two (Pilot and Co-pilot)

Maximum Occupants: Twenty-two (includes crew).

**CL-604 Variant**

| Engine Limits | CF34-3B | SL Static Thrust (lb.) | Compressor RPM LP %N1 | Compressor RPM HP %N2 | Interturbine Temp. °C | Interturbine Temp. °F | Time Limit |
|---|---|---|---|---|---|---|---|
| | Max. takeoff (APR operating) | 9220 | 98.6 | 99.4 | 900 | 1650 | 5 minutes |
| | Max. takeoff (APR not operating) | 8729 | 96.2 | 98.2 | 884 | 1623 | 5 minutes |
| | Max. continuous | 9140 | 98.6 | 99.2 | 874 | 1605 | |
| | Idle range | | | 62.9-64.0 | | | |
| | Min. Idle in icing conditions | | | 64.0 | | | |
| | Transient: | | | | | | |
| | Takeoff (APR operating) | | | | 928 | 1702 | 2 minutes |
| | Takeoff (APR not operating) | | | | 900 | 1650 | 2 minutes |
| | Start/relight | | | | 899 | 1650 | 25 seconds |
| | | | | | 885 | 1625 | 50 seconds |

NOTE

1. Above 40000 feet, engine anti-ice bleed or air conditioning unit must be selected ON for each engine.

2. Engine Limits with APR Operating are only applicable to Outside Air Temperatures of -4°F (-20°C) and above.

| | | °C | °F |
|---|---|---|---|
| Oil Temperature | Maximum Permissible (15 minutes Maximum): | +163 | 325 |
| | Maximum for Single Engine Climb (60 minutes maximum) | +155 | 311 |
| | Maximum continuous: | +150 | 302 |
| | Minimum for starting: | - 40 | - 40 |

| | | |
|---|---|---|
| Oil Pressure | Maximum Transient Cold Start: | 115 psi ( 10 min. maximum) |
| | Maximum Continuous: | 95 psi |
| | Minimum at steady state idle: | 25 psi |
| | at takeoff (power): | 45 psi |

| | | | °C | °F |
|---|---|---|---|---|
| APU Limits | Maximum RPM | 110% | | |
| | Maximum EGT: | | | |
| | Starting (10 seconds) | | 974 | 1785 |
| | Running | | 731 | 1348 |

**CL-604 Variant**

| Airspeed Limits (CAS) | $V_{mo}$ and $M_{mo}$ (maximum operating) | | m.p.h. | Knots | Mach |
|---|---|---|---|---|---|
| | Sea level to 8000 ft. | | 345 | 300 | - |
| | 8000 ft. to 22160 ft. | | 400 | 348 | - |
| | 22160 ft. to 26570 ft. | | - | - | 0.78 |
| | 26570 ft. to 30997 ft. | | 366 | 318 | |
| | above 30997 ft | | - | - | 0.85 |
| | $V_{fe}$ (Flaps extended) | 20° | 266 | 231 | |
| | | 30° | 227 | 197 | |
| | | 45° | 217 | 189 | |
| | $V_a$ (maneuvering) | | | | |
| | (See Flight Manual for variation of $V_a$ with altitude and aircraft weight). | | | | |
| | $V_{1o}$ (Landing gear operation) | | 227 | 197 | |
| | $V_{1e}$ (Landing gear extended) | | 288 | 250 | |

C.G. Range
(See NOTE 1)

| Weight, lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) |
|---|---|---|
| 26000 to 38000 | 20% (+506.553) | - - - |
| 39500 to 44750 | 16%(+502.847) | - - - |
| 47700 | 20% (+506.553) | - - - |
| 47700 to 43000 | - - - | 38% (+523.228) |
| 38000 to 26000 | - - - | 35% (+520.449) |

Straight line variation between points given.

Datum: Fuselage station 0, located 375 inches forward of weighing datum jig point.

Mean Aerodynamic Chord (MAC): 92.644 in. (Leading edge of MAC from datum at +488.025 in.)

Leveling Means: Target plate and plumb bob bracket within rear fuselage, at fuselage station 718.

Maximum Weights
(See NOTE 1)

| | lb. * |
|---|---|
| Ramp | 47700 |
| Takeoff | 47600 |
| Landing | 38000 |
| Zero Fuel | 32000 |
| Minimum | 26000 |

*Certain aircraft are eligible for operation at different weights. See AFM as in approved publications. 601-3R Variant for aircraft S/N 5135 and subsequent.

Minimum Crew: Two (Pilot and Co-pilot)
Maximum Occupants: Twenty-two (includes crew).

**3A variant**
Fuel Capacity

| Usable | U.S. Gal | Imp. Gal. | Kg. | Weight, lb. | Mom.Arm-in. |
|---|---|---|---|---|---|
| 2 main tanks (each) | 722 | 601 | 2227 | 4909 | (+506.6) |
| Fuselage tanks | 1010 | 841 | 3115 | 6868 | (+455.6) |
| Total | 2454 | 2043 | 7569 | 16686 | |

See NOTE 1(b) for system fuel.

**3R variant**
Fuel Capacity

| Usable | U.S. Gal | Imp. Gal. | Kg. | Weight, lb. | Mom.Arm-in. |
|---|---|---|---|---|---|
| 2 main tanks (each) | 722 | 601 | 2227 | 4909 | (+506.6) |
| Fuselage tanks | 1010 | 841 | 3115 | 6868 | (+455.6) |
| Tail tank | 187.7 | 156.24 | 579 | 1276 | (+816.7) |
| Total | 2641.7 | 2199.24 | 8148 | 17962 | |

See NOTE 1(b) for system fuel.

**604 variant**
Fuel Capacity

| Usable | U.S. Gal | Imp. Gal. | Kg. | Weight, lb. | Mom.Arm-in. |
|---|---|---|---|---|---|
| 2 main tanks (each) | 722 | 601 | 2227 | 4909 | (+506.6) |
| Fuselage tanks | 1062 | 885 | 3275 | 7222 | (+450.6) |
| Tail tank | 466 | 387.9 | 1437 | 3169 | (+771.7) |
| Total | 2972 | 2474.9 | 9166 | 20209 | |

See NOTE 1(b) for system fuel.

Oil Capacity

| 601-3A Variant* | U.S. Gal. | Imp. Gal. | Kg. | Weight, lb. | Mom.Arm-in. |
|---|---|---|---|---|---|
| 2-engines (each) | 1.70 | 1.42 | 5.94 | 13.09 | (+653.0) |
| Total | 3.40 | 2.83 | 11.88 | 26.18 | (+653.0) |
| Usable | | | | | |
| 2-engines (each) | 1.38 | 1.14 | 4.80 | 10.59 | (+653.0) |
| Total | 2.75 | 2.29 | 9.60 | 21.18 | (+653.0) |
| See NOTE 1(c) for system oil. | | | | | |
| APU | | | | | |
| usable | .408 | .340 | 1.43 | 3.144 | (+646.0) |
| Total | .714 | .594 | 2.49 | 5.5 | (+646.0) |
| unusable | .306 | .254 | 1.06 | 2.356 | (+646.0) |

*601-3R Variant & 604 Variant - same as 601-3A, except as listed in the AFM approved publication.

Maximum Operating Altitude

Take off and landing: 10000 ft.
En route: 41000 ft.

Control Surface Movements

| | | |
|---|---|---|
| Rudder | 25°(+ 1°, -0.5°)Left | 25°(+ 1° or -0.5°) Right |
| Elevator | 23.6°(+ or -1.0°) Up | 18.4°(+ or -1.0°) Down |
| Horizontal stabilizer | 0°(+0.5° or -0.25°)LE Up | -9°(+ or - 0.5°) LE Down |
| Aileron | 20.8°(+ or - 1°)Up | 21.3°(+ or - 1°) Down |
| Flap – Inboard | | 0° -45°(+ or - 1°) Down |
| - Outboard | | 0° -46.7°(+ or -1°) Down |
| Flight spoiler | 0° -40°(+3°, -0°) Up | |

Serial Numbers Eligible: 5001 and subsequent

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.

**IV - Model CL-600-2B19 (Transport Category), Regional Jet Series 100 Approved January 21, 1993, by the FAA and July 31, 1992, by Transport Canada.**

**Model CL-600-2B19 (Transport Category), Regional Jet Series 440 Approved November 30,2001, by the FAA and October 4, 2001, by Transport Canada.**

Engines

Two General Electric CF-34-3A1 or
Two General Electric CF-34-3B1
Engines may be intermixed in accordance with AFM as listed in Approved Publications.

| Type | Specifications | | | |
|---|---|---|---|---|
| | Canada | U.S.A. | U.K. | Romanian |
| Jet A | CAN2-3.23 | ASTM D1655 | D. Eng RD2494 | |
| Jet A-1 | CAN2-3.23 | ASTM D1655 | D. Eng RD2494 | STAS 5639/88 TH† |
| Grade JP-5 | | MIL-T-5624 | D. Eng RD2452 | |
| Grade JP-8 | - | MIL-T-83133A | D. Eng RD2453 | |
| Jet B | CAN2-3.22 | ASTM D1655 | D. Eng RD2486 | |
| JP-4 | CAN2-3.22 | MIL-T-5624 | D. Eng RD2486 | |

†Fuel Additives Restricted to those listed in AFM (CSP-A-012) (Limitations, Fuel Additives) and/or antistatic STADIS-450 (max. 3ppm).

Oil

Engine, APU and IDG:
MIL-L-7808 (Type I) or MIL-L-23699 (Type II) or CASTROL 4000. *
* Mixing of different types of oils is prohibited.

Engine Limits Conditions

| | Fan RPM $N_1$% | Core RPM $N_2$% | ITT °C | ITT °F | Time Limit (Min) |
|---|---|---|---|---|---|
| Max. Take - off (APR Operating) | 98.6 | 99.4 | 900 | 1650 | 5*** |
| | | | 928 | 1702 | 2* |
| Normal Take-off | 96.2 | 98.2 | 884 | 1623 | 5*** |
| | | | 900 | 1650 | 2* |
| Max. Continuous | 98.6 | 99.2 | 860 (874) (3A1/3B1) | 1580/1605 (3A1/3B1) | |
| Idle Range | - | 56.5 to 68.0** | - | - | - |
| Acceleration | - | - | 900 | 1652 | - |
| Starting | - | 20.0 | 900 | 1652 | - |

* 2 minutes out of 5 total transient.
** Refer to Idle Speed Limit Chart in the AFM
If $N_2$ idle RPM is more than 2% lower, do not advance thrust lever above 70% $N_2$ until $N_2$ idle RPM has stabilized to within normal limits.
*** Transient limits. NOTE:
Above 40000 feet, one air conditioning unit or cowl anti-ice must be selected on for each engine.

| | | °C | °F |
|---|---|---|---|
| Oil Temperature | Maximum Permissible (15 minutes Maximum): | +163 | 325 |
| | Maximum Continuous | +155 | 311 |
| | Minimum for Starting | -40 | -40 |

| | | |
|---|---|---|
| Oil Pressure | Maximum Transient (after cold start) | 156 psi (130 psi at idle, 10 minutes maximum)* |
| | Maximum Continuous | 115 psi maximum |
| | Take-off Power | 45 psi minimum |
| | Steady State Idle | 25 psi minimum |

* Engine must remain at idle until oil pressure returns to normal range.

APU GARRETT GTCP-36-150RJ
APU Limits Maximum RPM: 107%

| Maximum EGT: | °C | °F |
|---|---|---|
| Starting | 974 | 1785* |
| Running | 743 | 1369 |

* Not to be exceeded under any operating condition.

| Airspeed Limits | | m.p.h. | knots | Mach |
|---|---|---|---|---|
| $V_{mo}$ and $M_{mo}$ (maximum operating) | | | | |
| Sea Level to 8000 ft. | | 380 | 330 | - |
| 8000 ft. to 25400 ft. | | 386 | 335 | - |
| 25400 ft. to 28300 ft. | | - | - | 0.80 |
| 28300 ft. to 31400 ft. | | 362 | 315 | - |
| 31400 ft. to 41000 ft. | | - | - | 0.85 |
| $V_{fe}$ (Flaps Extended) | 8° | 265 | 230 | - |
| | 20° | 265 | 230 | - |
| | 30° | 226 | 196 | - |
| | 45° | 220 | 191 | - |
| $V_a$ (maneuvering) | | | | |
| (See Flight Manual for variation of $V_a$ with altitude and aircraft weight). | | | | |
| $V_{LO}$ (Landing Gear Operation) | | 288 | 250 | *- |
| | | 230 | 200 | **- |
| $V_{LE}$ (Landing Gear Extended) | | 288 | 250 | - |

* extending , ** retracting

C.G. Range:-

| Max T/O 47 450 lb | | | Max T/O 51 000 lb | | |
|---|---|---|---|---|---|
| Weight, lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) | Weight, Ib. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (STA) |
| 25480 | 16.5% (+510.201) | - | 25480 | 16.5% (+510.201) | - |
| 30000 to 34000 | 11.0% (504.732) | - | 30000 to 34000 | 11.0% (+504.732) | - |
| 36000 to 47700 | 9.0 % (+502.744) | - | 36000 to 51250 | 9.0% (+502.744) | - |
| 47700 | - | - | 51250 | - | 24% (+517.659) |
| 47700 to 36000 | - | 35% (528.596) | 50000 to 36000 | - | 35% (+528.596) |
| 34000 to 30000 | - | 32% (+525.613) | 34000 to 30000 | - | 32% (+525.613) |
| 25480 | - | 27% (+520.642) | 25480 | - | 27% (+520.642) |

NOTES: 1) Effect of landing gear retraction on CG position is negligible.
2) Straight line variation between points given.

C. G. Range:- Max T/O 53 000 lb

| Weight, lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) |
|---|---|---|
| 25480 | 16.5% (+510.201) | - |
| 30000 to 34000 | 11.0% (504.732) | - |
| 36000 to 53250 | 9.0 % (+502.744) | - |
| 53250 | 24.0 % | - |
| 53250 to 36000 | - | 35% (528.596) |
| 34000 to 30000 | - | 32% (+525.613) |
| 25480 | - | 27% (+520.642) |

NOTES: 1) Effect of landing gear retraction on CG position is negligible.
2) Straight line variation between points given.

Datum Fuselage station 0, located 375 inches forward of weighing datum jig point.

Mean Aerodynamic Chord (MAC) 99.43 inches (MAC leading edge at fuselage sta. 494.793)

Leveling Means Target plate and plumb bob bracket within rear fuselage, at fuselage station 718.75.

Maximum Weights

| | lb. | lb. | lb. | lb. | lb. | lb. |
|---|---|---|---|---|---|---|
| Ramp | 47700 | 51250 | 51250 | 53250 | 53250 | 53250 |
| Takeoff | 47450 | 51000 | 51000 | 53000 | 53000 | 53000 |
| Landing | 44700 | 46750 | 47000 | 46750 | 47000 | 47000 |
| Zero Fuel | 42200 | 44000 | 44000 | 44000 | 44000 | 39500 |
| Minimum flight weight | 30000 | 30000 | 30000 | 30000 | 30000 | 30000 |

NOTE: The maximum take-off weight and/or maximum landing weight may be further limited due to performance considerations (refer to Airplane Flight Manual).

Minimum Crew Two (Pilot and Co-pilot)

Maximum Occupants Series 100 Fifty-five (55) (including 50 passengers, 4 crew, and 1 flight observer)
Series 440- Forty-Nine (49) (including 44 passengers,4 crew, 1 flight observer)

CL-600-2B19 Green Aircraft Configuration
Refer to Note 5.

| Fuel Capacity (usable) | Load * U.S. Gal. | Load * Imp. Gal. | Weight * Kg. | Weight * lb. |
|---|---|---|---|---|
| 2 main tanks (each) | 700.0 | 582.8 | 2159 | 4760 |
| Center Tank | 735.0 | 612.0 | 2267 | 4998 |
| Total | 2135.0 | 1669.6 | 6585 | 14518 |

* Pressure refueling (based on 0.8028 kg/L)

| Oil Capacity | Load | | Weight | |
|---|---|---|---|---|
| | U.S. Gal. | Imp. Gal. | kg. | lb. |
| 2 Engines (each) | 1.70 | 1.42 | 5.94 | 13.09 |
| Total | 3.40 | 2.84 | 11.88 | 26.18 |
| Usable | | | | |
| 2 Engines (each) | 1.38 | 1.14 | 4.80 | 10.59 |
| Total | 2.76 | 2.29 | 9.60 | 21.18 |

| | | |
|---|---|---|
| Maximum Operating Altitude | Take off and landing: | 10000 ft. |
| | En route: | 41000 ft. |

| Control Surface Movements | | | |
|---|---|---|---|
| | Rudder | 33º Left* | 33º Right |
| | Horizontal Stabilizer | 2º LE Up | -13º LE Down |
| | Aileron | 25º Up | 21.3º Down |
| | Elevator | 23.6º Up | 18.4º Down |
| | Flight Spoiler | 50º Up | |
| | Ground Spoiler | 45º Up | |
| | Spoileron | 50º Up | |
| | Flap – Inboard | | 45.09º Down |
| | Flap – Outboard | | 41.58º Down |

*Rudder deflections of 33º left and 33º right apply when CF-34-3A1 engines are installed.
*Rudder deflections of 25º left and 25º right apply when optional CF-34-3B1 engines are installed.

Serials Numbers Eligible 7001 and subsequent

**V - Model CL-600-2C10 (Transport Category), Approved February 16, 2001, by the FAA and December 22, 2000 by Transport Canada.**

Engines

Two General Electric CF-34-8C1, or
Two General Electric CF-34-8C5B1
Engines may be intermixed in
accordance with AFM as listed in
Approved publications

Fuel

| Type | Specifications Canada | U.S.A. | U.K. | Roumanian |
|---|---|---|---|---|
| Jet A | CAN2-3.23 | ASTM D1655 | D. Eng RD2494 | |
| Jet A-1 | CAN2-3.23 | ASTM D1655 | D. Eng RD2494 | STAS 5639/88TH |
| Grade JP-5 | | MIL-T-5624 | D. Eng RD2452 | |
| Grade JP-8 | | MIL-T-83133 | D. Eng RD2453 | |

†Fuel Additives Restricted to those listed in AFM (CSP-B-012) (Limitations, Fuel Additives) and/or antistatic STADIS-450 (max. 3ppm).
Note: CL-600-2C10
JP4 and Jet B not applicable to CL-600-2C10

Oil

Engine, APU and IDG:
MIL-L-7808 (Type I) or MIL-L-23699 (Type II) or CASTROL 4000. *
* Mixing of different types of oils is prohibited.

| | | °C | °F |
|---|---|---|---|
| Engine Limits Conditions | Refer to Limits Table in the AFM (CSP B-012) | | |
| Oil Temperature | Maximum Permissible (15 minutes Maximum): | +163 | 325 |
| | Maximum Continuous | +155 | 311 |
| | Minimum for Starting | -40 | -40 |
| Oil Pressure | Maximum Transient (after cold start) | 156 psi (130 psi at idle, 10 minutes maximum)* | |
| | Maximum Continuous | 45-116 psi | |
| | Take-off Power | 45-116 psi | |
| | Steady State Idle | 25 psi minimum | |

* Engine must remain at idle until oil pressure returns to normal operating range.

APU ALLIED SIGNAL RE220 (RJ)

APU Limits Maximum RPM: 106%

| Maximum EGT: | °C | °F |
|---|---|---|
| Starting | 692-1038 | 1274-1900* |
| Running-Ground | 789 | 1452 |
| Running-Flight | 806 | 1482 |

* Dependant upon altitude and temperature. Refer to AFM (CSP B-012)
** Not to be exceeded under any operating condition.
*** Refer to AFM for detail limitations

| Airspeed Limits | Vmo and Mmo (maximum operating) | | m.p.h. | knots | Mach |
|---|---|---|---|---|---|
| | Sea Level to 8000 ft. | | 380 | 330 | - |
| | 8000 ft. to 25400 ft. | | 386 | 335 | - |
| | 25400 ft. to 28300 ft. | | - | - | 0.80 |
| | 28300 ft. to 31400 ft. | | 362 | 315 | - |
| | 31400 ft. to 41000 ft. | | - | - | 0.85 |
| | Vfe (Flaps Extended) | 1 | 265 | 230 | |
| | | 8 | 265 | 230 | - |
| | | 20 | 265 | 230 | - |
| | | 30 | 213 | 185 | - |
| | | 45 | 196 | 170 | - |
| | Va (maneuvering) | | | | |
| | (See AFM for variation of Va with altitude and aircraft weight). | | | | |
| | VLO (Landing Gear Operation) | | 253 | 220 | * |
| | | | 230 | 200 | ** |
| | VLE (Landing Gear Extended) | | 253 | 220 | - |
| | * extending , ** retracting | | | | |

C.G. Range:- Refer to AFM (CSP B-012) for detail CG limits.

Datum Fuselage station 0, located 144.0 inches forward of aircraft nose

Mean Aerodynamic Chord (MAC) 133.185 inches (MAC leading edge at fuselage sta. 743.1)

Leveling Means Target plate and plumb bob bracket within rear fuselage, at fuselage station 1145.75

| Maximum Weights | Type Spec. lb. | Option lb. |
|---|---|---|
| Ramp | 73000 | 75250 |
| Takeoff | 72750 | 75000 |
| Landing | 67000 | 67000 |
| Zero Fuel | 62300 | 62300 |
| Minimum flight weight | 42000 | 42000 |

NOTE: The maximum take-off weight and/or maximum landing weight may be further limited due to performance considerations. Refer to Airplane Flight Manual for aircraft eligibility.

Minimum Crew: Two (Pilot and Co-pilot)

Maximum Occupants:
Series 700 – 68 or less passengers
Series 701 – 70 passengers
Series 702 – 78 passengers
Plus 5 crew-members (Pilot, Copilot, Observer forward and Aft Flight attendants)

| Fuel Capacity (usable) | Load * U.S. Gal. | Imp. Gal. | Weight * Kg. | lb. |
|---|---|---|---|---|
| 2 main tanks (each) | 1110 | 924.1 | 3399 | 7493 |
| Center Tank | 683 | 568.6 | 2091 | 4610 |
| Total | 2903 | 2416.7 | 8889 | 19596 |

See Note 1(b) for system fuel
* Pressure refueling (based on 0.809 kg/L) (6.75 lb/U.S. Gal.)

With option TS670-79-201 – Engine Oil – No Remote Replenishment System

| Oil Capacity | Load U.S. Gal. | Imp. Gal. | Weight Kg. | lb. |
|---|---|---|---|---|
| 2 Engines (each) | 2.6 | 2.2 | 9.65 | 21.2 |
| Total | 5.2 | 4.36 | 19.30 | 42.4 |

With option CR670-79-201 – Engine Oil – Remote Replenishment System

| Oil Capacity | Load U.S. Gal. | Imp. Gal. | Weight Kg. | lb. |
|---|---|---|---|---|
| 2 Engines (each) | 2.6 | 2.2 | 9.65 | 21.2 |
| Replenishment Tank | 1.6 | 1.3 | 5.9 | 13.0 |
| Total | 6.8 | 5.7 | 25.2 | 55.4 |

See Note 1(c) for system oil

| Maximum Operating Altitude | | |
|---|---|---|
| | Take off and landing: | 8000 ft. |
| | En route: | 41000 ft. |

| Control Surface Movements | | | |
|---|---|---|---|
| | Rudder | 33° Left | 33° Right |
| | Horizontal Stabilizer | 2.0° LE Up | 13.0° LE Down |
| | Aileron | 25.1° Up | 21.3° Down |
| | Elevator | 23.6° Up | 18.4° Down |
| | Multi-Function Spoilers | 48.0° Up | |
| | Ground Spoiler | 44.9° Up | |
| | Flap - Inboard | | 45.0° Down |
| | - Outboard | | 41.6° Down |
| | Slat | | 25.0° Down |

Serial Numbers Eligible: 10002 and subsequent

**VI – Model CL-600-2D15 (Transport Category), Approved May 4, 2005, by the FAA and May 3, 2005 byTransport Canada.**

Engines

Two General Electric CF34-8C5 or
optional CF34-8C5A1
TC No. E00063EN

Fuel

| Type | Specifications | | | |
|---|---|---|---|---|
| | Canada | U.S.A. | U.K. | Roumanian |
| Jet A | CAN2-3.23 | ASTM D1655 | D. Eng RD2494 | |
| Jet A-1 | CAN2-3.23 | ASTM D1655 | D. Eng RD2494 | STAS 5639/88TH |
| Grade JP-5 | | MIL-T-5624 | D. Eng RD2452 | |
| Grade JP-8 | | MIL-T-83133 | D. Eng RD2453 | |

†Fuel Additives Restricted to those listed in AFM (CSP-C-012) (Limitations, Fuel Additives) and/or antistatic STADIS-450 (max. 3ppm).
Note: CL-600-2D15
JP4 and Jet B not applicable to CL-600-2D15

Oil

Engine, APU and IDG:
MIL-L-7808 (Type I) or MIL-L-23699 (Type II) or CASTROL 4000. *
* Mixing of different types of oils is prohibited.

Engine Limits Conditions

Refer to Limits Table in the AFM (CSP C-012)

| | | °C | °F |
|---|---|---|---|
| Oil Temperature | Maximum Permissible (15 minutes Maximum): | +163 | 325 |
| | Maximum Continuous | +155 | 311 |
| | Minimum for Starting | -40 | -40 |
| Oil Pressure | Maximum Transient (after cold start) | 182 psi (95 psi after 10 minutes) | |
| | Maximum Continuous | 45-95 psi | |
| | Take-off Power | 45-95 psi | |
| | Steady State Idle | 25 psi minimum | |

* Engine must remain at idle until oil pressure returns to normal operating range.

APU

ALLIED SIGNAL RE220 (RJ)

APU Limits

Maximum RPM: 106%

| Maximum EGT: | °C | °F |
|---|---|---|
| Starting | 692-1038 | 1274-1900 |
| Running-Ground* | 789 | 1452 |
| Running-Flight* | 806 | 1482 |

* Dependent upon altitude and temperature. Refer to AFM (CSP C-012)
** Not to be exceeded under any operating condition.
*** Refer to AFM for detail limitations

Airspeed Limits

| Vmo and Mmo (maximum operating) | | m.p.h. | knots | Mach |
|---|---|---|---|---|
| Sea Level to 8000 ft. | | 380 | 330 | - |
| 8000 ft. to 25400 ft. | | 386 | 335 | - |
| 25400 ft. to 28300 ft. | | - | - | 0.80 |
| 28300 ft. to 31400 ft. | | 362 | 315 | - |
| 31400 ft. to 34000 ft. | | - | - | 0.85 |
| 34000 ft. to 41000 ft. | | - | - | 0.84 |
| Vfe (Flaps Extended) | 1 | 265 | 230 | |
| | 8 | 265 | 230 | - |
| | 20 | 253 | 220 | - |
| | 30 | 213 | 185 | - |
| | 45 | 196 | 170 | - |
| Va (maneuvering) | | | | |

(See AFM for variation of Va with altitude and aircraft weight).

| | | | |
|---|---|---|---|
| VLO (Landing Gear Operation) | 253 | 220 | * |
| | 230 | 200 | ** |
| VLE (Landing Gear Extended) | 253 | 220 | - |
| * extending , ** retracting | | | |

C.G. Range:- Refer to AFM (CSP C-012) for detail CG limits.

Datum Fuselage station 0, located 144.0 inches forward of aircraft nose

Mean Aerodynamic Chord (MAC) 133.185 inches (MAC leading edge at fuselage sta. 833.1 inches)

Leveling Means Target plate and plumb bob bracket within rear fuselage, at fuselage station 1146.75

| Maximum Weights | | Type Spec. lb. | Option lb. | Option lb. |
|---|---|---|---|---|
| | Ramp | 80,750 | 82,750 | 85,000 |
| | Takeoff | 80,500 | 82,500 | 84,500 |
| | Landing | 73,500 | 73,500 | 75,100 |
| | Zero Fuel | 70,000 | 70,000 | 70,750 |
| | Minimum flight weight | 45,000 | 45,000 | 45,000 |

NOTE: The maximum take-off weight and/or maximum landing weight may be further limited due to performance considerations. Refer to Airplane Flight Manual for aircraft eligibility.

Minimum Crew Two (Pilot and Co-pilot)

Maximum Occupants 75 or less passengers
Plus 5 crew-members (Pilot, Copilot, Observer forward and Aft Flight attendants)

| Fuel Capacity (usable) | Load * U.S. Gal. | Imp. Gal. | Weight * Kg. | lb. |
|---|---|---|---|---|
| 2 main tanks (each) | 1110 | 924.1 | 3398 | 7492 |
| Center Tank | 683 | 568.6 | 2091 | 4610 |
| Total | 2903 | 2416.7 | 8888 | 19595 |

See Note 1(b) for system fuel
* Pressure refueling (based on 0.809 kg/L) (6.75 lb/U.S. Gal.)

With option TS670-79-201 – Engine Oil – No Remote Replenishment System

| Oil Capacity | Load U.S. Gal. | Imp. Gal. | Weight Kg. | lb. |
|---|---|---|---|---|
| 2 Engines (each) | 2.6 | 2.2 | 9.65 | 21.2 |
| Total | 5.2 | 4.36 | 19.3 | 42.4 |

With option CR670-79-201 – Engine Oil – Remote Replenishment System

| Oil Capacity | Load U.S. Gal. | Imp. Gal. | Weight Kg. | lb. |
|---|---|---|---|---|
| 2 Engines (each) | 2.6 | 2.2 | 9.65 | 21.2 |
| Replenishment Tank | 1.6 | 1.3 | 5.9 | 13.0 |
| Total | 6.8 | 5.7 | 25.2 | 55.4 |

See Note 1(c) for system oil

| | | |
|---|---|---|
| Maximum Operating Altitude | Take off and landing: | 8,000 ft. |
| | En route: | 41,000 ft. |

| | | | |
|---|---|---|---|
| Control Surface Movements | Rudder | 33° Left | 33° Right |

| | | |
|---|---|---|
| Horizontal Stabilizer | 2.0° LE Up | 13.0° LE Down |
| Aileron | 25.1° Up | 21.3° Down |
| Elevator | 23.6° Up | 18.4° Down |
| Multi-Function Spoilers | 48.0° Up | |
| Ground Spoiler | 44.9° Up | |
| Flap – Inboard | | 45.0° Down |
| - Outboard | | 41.6° Down |
| Slat | | 25.0° Down |

Serial Numbers Eligible 15001 and subsequent

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.

**VII – Model CL-600-2D24 (Transport Category), Approved October 25,-2002, by the FAA and September 9, 2002 by Transport Canada.**

Engines Two General Electric CF34-8C5 or
optional CF34-8C5A1
TC No. E00063EN

Fuel

| Type | Specifications Canada | U.S.A. | U.K. | Roumanian |
|---|---|---|---|---|
| Jet A | CAN2-3.23 | ASTM D1655 | D. Eng RD2494 | |
| Jet A-1 | CAN2-3.23 | ASTM D1655 | D. Eng RD2494 | STAS 5639/88TH |
| Grade JP-5 | | MIL-T-5624 | D. Eng RD2452 | |
| Grade JP-8 | | MIL-T-83133 | D. Eng RD2453 | |

†Fuel Additives Restricted to those listed in AFM (CSP-C-012) (Limitations, Fuel Additives) and/or antistatic STADIS-450 (max. 3ppm).
Note: CL-600-2D24
JP4 and Jet B not applicable to CL-600-2D24

Oil Engine, APU and IDG:
MIL-L-7808 (Type I) or MIL-L-23699 (Type II) or CASTROL 4000. *
* Mixing of different types of oils is prohibited.

Engine Limits Conditions Refer to Limits Table in the AFM (CSP C-012)

| | | °C | °F |
|---|---|---|---|
| Oil Temperature | Maximum Permissible (15 minutes Maximum): | +163 | 325 |
| | Maximum Continuous | +155 | 311 |
| | Minimum for Starting | -40 | -40 |
| Oil Pressure | Maximum Transient (after cold start) | 182 psi (95 psi after 10 minutes) | |
| | Maximum Continuous | 45-95 psi | |
| | Take-off Power | 45-95 psi | |
| | Steady State Idle | 25 psi minimum | |

* Engine must remain at idle until oil pressure returns to normal operating range.

APU ALLIED SIGNAL RE220 (RJ)
APU Limits Maximum RPM: 106%

| Maximum EGT: | °C | °F |
|---|---|---|
| Starting | 692-1038 | 1274-1900 |
| Running-Ground* | 789 | 1452 |

| | | |
|---|---|---|
| Running-Flight* | 806 | 1482 |

* Dependent upon altitude and temperature. Refer to AFM (CSP C-012)
** Not to be exceeded under any operating condition.
*** Refer to AFM for detail limitations

| Airspeed Limits | Vmo and Mmo (maximum operating) | | m.p.h. | knots | Mach |
|---|---|---|---|---|---|
| | Sea Level to 8000 ft. | | 380 | 330 | - |
| | 8000 ft. to 25400 ft. | | 386 | 335 | - |
| | 25400 ft. to 28300 ft. | | - | - | 0.80 |
| | 28300 ft. to 31400 ft. | | 362 | 315 | |
| | 34000 ft. to 41000 ft. | | | | 0.84* |
| | 31400 ft. to 41000 ft. | | - | - | 0.85 |
| | Vfe (Flaps Extended) | 1 | 265 | 230 | |
| | | 8 | 265 | 230 | - |
| | | 20 | 253 | 220 | - |
| | | 30 | 213 | 185 | - |
| | | 45 | 196 | 170 | - |
| | Va (maneuvering) | | | | |
| | (See AFM for variation of Va with altitude and aircraft weight). | | | | |

*with the incorporation of M/S 690T002727 – Introduction of new winglet

| | | | |
|---|---|---|---|
| VLO (Landing Gear Operation) | 253 | 220 | ** |
| | 230 | 200 | *** |
| VLE (Landing Gear Extended) | 253 | 220 | - |

** extending , *** retracting

C.G. Range:- Refer to AFM (CSP C-012) for detail CG limits.

Datum Fuselage station 0, located 144.0 inches forward of aircraft nose

Mean Aerodynamic Chord (MAC) 133.185 inches (MAC leading edge at fuselage sta. 833.1 inches)

Leveling Means Target plate and plumb bob bracket within rear fuselage, at fuselage station 1146.75

Maximum Weights

| | Type Spec. lb. | Option lb. | Option lb. |
|---|---|---|---|
| Ramp | 80,750 | 82,750 | 85,000 |
| Takeoff | 80,500 | 82,500 | 84,500 |
| Landing | 73,500 | 73,500 | 75,100 |
| Zero Fuel | 70,000 | 70,000 | 70,750 |
| Minimum flight weight | 45,000 | 45,000 | 45,000 |

NOTE: The maximum take-off weight and/or maximum landing weight may be further limited due to performance considerations. Refer to Airplane Flight Manual for aircraft eligibility.

Minimum Crew Two (Pilot and Co-pilot)

Maximum Occupants 90 or less passengers
Plus 5 crew-members (Pilot, Copilot, Observer forward and Aft Flight attendants)

| Fuel Capacity (usable) | Load * U.S. Gal. | Imp. Gal. | Weight * Kg. | lb. |
|---|---|---|---|---|
| 2 main tanks (each) | 1110 | 924.1 | 3398 | 7492 |
| Center Tank | 683 | 568.6 | 2091 | 4610 |
| Total | 2903 | 2416.7 | 8888 | 19595 |

See Note 1(b) for system fuel
* Pressure refueling (based on 0.809 kg/L) (6.75 lb/U.S. Gal.)

With option TS670-79-201 – Engine Oil – No Remote Replenishment System

| Oil Capacity | Load | | Weight | |
|---|---|---|---|---|
| | U.S. Gal. | Imp. Gal. | Kg. | lb. |
| 2 Engines (each) | 2.6 | 2.2 | 9.65 | 21.2 |
| Total | 5.2 | 4.36 | 19.3 | 42.4 |

With option CR670-79-201 – Engine Oil – Remote Replenishment System

| Oil Capacity | Load | | Weight | |
|---|---|---|---|---|
| | U.S. Gal. | Imp. Gal. | Kg. | lb. |
| 2 Engines (each) | 2.6 | 2.2 | 9.65 | 21.2 |
| Replenishment Tank | 1.6 | 1.3 | 5.9 | 13.0 |
| Total | 6.8 | 5.7 | 25.2 | 55.4 |

See Note 1(c) for system oil

| | | |
|---|---|---|
| Maximum Operating Altitude | Take off and landing: | 8,000 ft. |
| | En route: | 41,000 ft. |

| | | | |
|---|---|---|---|
| Control Surface Movements | Rudder | 33° Left | 33° Right |
| | Horizontal Stabilizer | 2.0° LE Up | 13.0° LE Down |
| | Aileron | 25.1° Up | 21.3° Down |
| | Elevator | 23.6° Up | 18.4° Down |
| | Multi-Function Spoilers | 48.0° Up | |
| | Ground Spoiler | 44.9° Up | |
| | Flap – Inboard | | 45.0° Down |
| | - Outboard | | 41.6° Down |
| | Slat | | 25.0° Down |

Serial Numbers Eligible 15001 and subsequent

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.

**Data Pertinent to all Models**

Approved Publications

Model CL-600-1A11

(a) Airplane Flight Manual, Canadair Publication RAG-600-101, Issue 2 (PSP 600 (U.S.) FAA, and PSP 600-1 (U.S.) for the appropriate configuration, (See NOTE 1) and approved revisions.

(b) Drawing List, Canadair Publication RAL-600-105, and later approved revisions.

Model CL-600-2A12

(a) Airplane Flight Manual, Canadair Publication PSP 601-1A, PSP 601-1A-1, PSP 601-1B and PSP 601-1B-1 for the appropriate weight configuration, (See NOTE 1) and approved revisions.

(b) Drawing List, Canadair Publication RAL-601-105, and later approved revisions.

Model CL-600-2B16 (601-3A, 601-3R, & 604 Variants (from S/N 5301 to 5699))

(a) Airplane Flight Manual, Canadair Publication PSP 601A-1, PSP 601A-1-1 and PSP 604-1 for the appropriate weight configuration, (See NOTE 1) and approved revisions.

(b) Drawing List, Canadair Publication RAL-601A-105 ( 3A & 3R Variants) and RAL-604-0001 (604 Variant), and later approved revisions.

Model CL-600-2B16 (604 Variant (from S/N 5701 & Subs))

(a) Airplane Flight Manual, Canadair Publication PSP 605-1 for the appropriate weight configuration, (See NOTE 1&9) and approved revisions.

(b) Drawing List, Canadair Publication RAL-604-0001 (604 Variant), and later approved revisions.

Model CL-600-2B19

(a) Airplane Flight Manual, Canadair Publication CSP A-012 for the appropriate weight configuration and approved revisions.

(b) Maintenance Review Board (MRB) Report and subsequent revisions as contained in the Maintenance Requirements Manual (MRM), Canadair Publication CSP A-053, Part 2 and subsequent approved revisions.

(c) Structural Repair Manual (SRM), Canadair Publication CSP A-008 and subsequent approved issues.

(d) Certification Maintenance Tasks, Canadair Regional Jet, Model CL-600-2B19 Engineering Report No. RBR-601R-167, as contained in Part 2 to the Maintenance Requirements Manual (MRM), Canadair Publication CSP A-053, and subsequent approved revisions.

Model CL-600-2C10

(a) Airplane Flight Manual, Canadair Publication CSP B-012 for the appropriate weight configuration and approved revisions.

(b) Maintenance Review Board (MRB) Report and subsequent revisions as contained in the Maintenance Requirements Manual (MRM), Canadair Publication CSP B-053, Part I and subsequent approved revisions.

(c) Structural Repair Manual (SRM), Canadair Publication CSP B-008 and subsequent approved issues.

(d) Certification Maintenance Tasks, as contained in the Maintenance Requirements Manual (MRM), Canadair Publication CSP B-053, Part II and subsequent approved revisions.

Model CL-600-2D15/DC-600-2D24

(a) Airplane Flight Manual, Canadair Publication CSP C-012 for the appropriate weight configuration and approved revisions.

(b) Maintenance Review Board (MRB) Report and subsequent revisions as contained in the Maintenance Requirements Manual (MRM), Canadair Publication CSP B-053, Part I and subsequent approved revisions.

(c) Structural Repair Manual (SRM), Canadair Publication CSP B-008 and subsequent approved issues.

(d) Certification Maintenance Tasks, as contained in the Maintenance Requirements Manual (MRM), Canadair Publication CSP B-053, Part II and subsequent approved revisions.

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:

a) Model CL-600-1A11

"This certificates that the aircraft described below has been manufactured in conformity with data forming the basis for the DOT Aircraft Type Approval No. A-131, as modified by Drawing List, Canadair Publication RAL-600-105, and later approved revisions (FAA Type Certificate No. A21EA)".

b) Model CL-600-2A12

"This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for the DOT Aircraft Type Approval No. A-131 as modified by Drawing List, Canadair Publication RAL-601-105, and later approved revisions (FAA Type Certificate No. A21EA)".

c) Model CL-600-2B16 (3A & 3R Variants)
"This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for the DOT Aircraft Type Approval No. A-131 as modified by Drawing List, Canadair Publication RAL-601A-105 and later approved revisions (FAA Type Certificate No. A21EA)".

Model CL-600-2B16 (604 Variant)
"This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for the DOT Aircraft Type Approval No. A-131 as modified by Drawing List, Canadair Publication RAL-604-0001 and later approved revisions (FAA Type Certificate No. A21EA)".

d) Model CL-600-2B19
"This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for the Transport Canada Type Approval No. A-131 and includes the minimum type design defined in document RAZ-601R-111 as being required to comply with the basis for the FAA Type Certificate No. A21EA".

The approved type design appropriate to the "as delivered" configuration of a particular CL-600-2B19 airplane is defined in the document RAL-601R-XXXX. (XXXX represents the Serial Number for the airplane concerned).

Model CL-600-2B19 Green Configuration
For CL-600-2B19 Green Configuration and associated modifications refer to NOTE 4.

e) Model CL-600-2C10
"This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for the Transport Canada Type Approval No. A-131 and includes the minimum type design defined in document RAL-670-0001 and RAL-670-0002 as being required to comply with the basis for the FAA Type Certificate No. A21EA".

The approved type design appropriate to the "as delivered" configuration of a particular CL-600-2C10 airplane is defined in the document RAL-670-XXXX for S/N 10002 to 10132 and RAL-BA670-XXXX for S/N 10133 and subsequent. (XXXX represents the Serial Number for the airplane concerned).

f) Model CL-600-2D15/CL-600-2D24
"This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for the Transport Canada Type Approval No. A-131 and includes the minimum type design defined in document RAZ-BA690-129 as being required to comply with the basis for the FAA Type Certificate No. A21EA".

The approved type design appropriate to the "as delivered" configuration of a particular CL-600-2D15/CL-600-2D24 airplane is defined in the document RAL-690-XXXX for S/N 15001 to 15013 and RAL-BA690-XXXX for S/N 15014 and subsequent. (XXXX represents the Serial Number for the airplane concerned).

Certification Basis

Model CL-600-1A11, CL-600-2A12, and CL-600-2B16 (3A & 3R Variants)
FAR Part 25 dated February 1, 1965, including Amendments 25-1 through 25-37, plus FARs 25.675(a), 25.685(a), 25.733(c), 25.775(e), 25.787(c), 25.815, 25.841(b), 25.951(a), 25.979(d) and (e), 25.1041, 25.1143(e), 25.1303(a), 25.1322, 25.1385(c), 25.1557(b), 25.1583(a), of Amendment
25-38; FARs 25.901(b) and (c), 25.903(c) and (e), 25.933(a), 25.943, 25.959, 25.1091(a) and (d), 25.1145(c), 25.1199(b) and (c), 25.1207, 25.1549, 25.1585(a)(9) of Amendment 25-40; and FAR 25.1309 of Amendment 25-41; FAR 25.1353(c) of Amendment 25-42; FAR's 25.571 and 25.629(d)(4) (v) of Amendment 25-45; FARs 25.351 and 25.603 of Amendment 25-46.

Model CL-600-2B16 (604 Variant)
FAR Part 25 dated February 1, 1965, including Amendments 25-1 through 25-78 with the following exceptions: FAR Part 25 at Amendment 25-37 for paragraphs: 109, 149, 365, 561, 625, 701, 772, 783 (except 783(f)), 785 (except 785(g)), 789, 791, 801, 803, 807, 809, 811, 812, 813, 831, 853, 855, 857, 1307, 1359, 1415, & 1419; FAR Part 25 at Amendment 25-37 for existing installations and Amendment 25-78 for new installations for paragraphs: 963, 965, 994, 997, and 1438; FAR Part 25 at Amendment 25-38 for paragraphs 787 and 1439; FAR Part 25 at Amendment 25-40 for paragraph 25.973; FAR Part 25 at Amendment 25-37 for paragraph 25.109 (see note 7); FAR Part 25 at Amendment 25-44 for paragraph 25.1413; FAR Part 25 at Amendment 25-54 for paragraph 851; FAR Part 25 at Amendment 25-80 for paragraph 1316. New FAR Part 25 requirements 562, 810, 819, 832, 858, 869, (a) & (b), 1421, 1423 and 1450 are not part of the certification basis.

Model CL-600-2B19
FAR Part 25 dated February 1, 1965, including Amendments 25-1 through 25-62 with the following exceptions; FAR 25.109 at Amendment 25-41, FAR 25.832 not included, FAR 25.1401 at Amendment 25-40, FAR 25.1438 not included and FAR 25.783(f) at Amendment 25-23 for the cargo compartment door, the main avionics compartment door and the service/emergency door. FAR 25.773(b)(2) and 25.785(h) at Amendment 25-72.
Model CL-600-2C10
FAR Part 25 dated February 1, 1965, including Amendments 25-1 through 25-86 with the following exceptions; FAR 25.783(f) at Amendment 25-23 for the cargo compartment door, the main avionics compartment door and the service/emergency door. FAR 25.571 at Amendment 25-96 and FAR 25.493 at Amendment 25.97.

Model CL-600-2D15/CL-600-2D24
14 CFR Part 25, including Amendments 25-1 through 25-86, Amendments 25-88 through Amendments 25-90, and Amendments 25-92 through 25-98 with the following exceptions: (a) FAR 25.783(f) at Amendment 25-23 shall replace FAR 25.783(f) at Amendment 25-88 for the Aft Cargo Compartment and Main Avionics Bay Doors only (common doors with CL-600-2C10 (CRJ-700); (b) FAR 25.807(d)(6) at Amendment 25-72 shall replace FAR 25.807(h) at Amendment 25-94; (c) Plus FAR 25.365, FAR 25.831(a) and FAR 25.1447(c) at Amendment 25-87. FAR 25 Amendment 25-91 is not included in Type Certification Basis.

Additional FAA Requirements

(a) Model CL-600-1A11
(1) FAR Part 36 dated December 1, 1969, as amended through Amendment 36-9 inclusive.
(2) SFAR 27 dated February 1, 1974, as amended through Amendment SFAR 27-2.
(3) Special Conditions No. 25-94-EA-12 dated March 26, 1980, (FAA Docket No. 16921) and Amendment No. 1 dated September 11, 1981.

Date of application for Type Certificate August 3, 1976. Type Certificate A21EA issued November 7, 1980.

(b) Model CL-600-2A12
(1) FAR Part 36 dated December 1, 1969, as amended through Amendments 36-9 inclusive.
(2) SFAR 27 dated February 1, 1974, as amended through Amendment SFAR 27-2.
(3) Special Conditions No. 25-ANM-1 dated March 8, 1983.
Date of application for amendment to Type Certificate May 1, 1981. Type Certificate A21EA amended March 11, 1983.

(c) Model CL-600-2B16 (3A & 3R Variants)
(1) FAR Part 36 dated December 1, 1969, as amended through Amendments 36-9 inclusive.
(2) SFAR 27 dated February 1, 1974, as amended through Amendment SFAR 27-2.
(3) Special Conditions No. 25-ANM-1 dated March 8, 1983.

Date of application for amendment to Type Certificate March 3, 1986.
Type Certificate A21EA amended April 30, 1987.

(d) Model CL-600-2B16 (604 Variant)

(1) FAR Part 36 dated December 1, 1969, as amended through Amendments 36-20 inclusive.
(2) FAR Part 34 dated August 25, 1990 as amended through Amendment 34-1.
(3) Special Conditions No. 25-ANM-109 dated October 31, 1995 (HIRF).

Date of application for Change to Type Design June 14, 1993.
Change to Type Design approved November 2, 1995.

(e) Model CL-600-2B19
(1) FAR Part 36 dated December 1, 1969, as amended through Amendments 36-18 inclusive.
(2) Applicable portions of FAR 34 (previously codified as SFAR 27).
(3) Special Conditions No. 25-ANM-61 dated July 22, 1992.

Date of application for amendment to Type Certificate May 26, 1988.
Type Certificate A21EA amended January 21, 1993.

(f) Model CL-600-2C10
(1) FAR Part 36 dated December 1, 1969, as amended through Amendments 36-22 inclusive.
(2) Applicable portions of FAR 34
(3) Special Conditions:
- High intensity radiated fields
- Go-around performance credit for use of automatic power reserve (APR)

Date of application for amendment to Type Certificate May 6, 1996
Type Certificate A21EA amended February 16, 2001.

(g) Model CL-600-2D15/CL-600-2D24
(1) 14 CFR Part 36 effective September 10, 1990, and including all amendments effective on the date of Type Certification.
(2) 14 CFR Part 34, effective September 10, 1990, and including all amendments effective on the date of Type Certification.
(3) Special Conditions:
- High Intensity Radiated Fields, No. 25-ANM-109
- Go-around performance credit for use of automatic power reserve (APR) No. 25-167-SC (same as CL-600-2C10)
- Sudden Engine Stoppage, No. 25-217-SC
(4) Exemption
Exemption No. 7447 Hydraulic Systems Testing for FAR 25.1435(b)(1)

Date of application for amendment to Type Certificate November 1, 1999.
Type Certificate A21EA amended October 31, 2002.

Equivalent safety has been established for the following requirements:
(a) CL-600-1A11, CL-600-2A12, and CL-600-2B16.
(1) FAR 25.773(b)(2) DV Window
(2) 25.955(a)(4) Blocked Flow Meter Fuel Flow Requirements
(3) FAR 25.201 Stall Determination

(b) CL-600-2B16 (604 Variant)
(1) FAR 25.955 (a)(4) Blocked Flow Meter Fuel Flow Requirements
(2) Several FAR's for the use of Reduced Minimum Operating Speed Factors

(c) CL-600-2B19
(1) FAR 25.811(d)(2) Emergency Exit Marking Sign
(2) FAR 25.813(c)(1) Access to Type III exit-seat cushion intrusion
(3) Several FAR's for the use of 1-g Stall Speed (nonstructural items)
(4) FAR 25.621 (c)(2) Overwing Emergency Exit Door Critical Castings, P/N 601R38685-1, (documented in Transport Airplane Directorate ELOS Memo TD3995NY-T-A-1)

(d) CL-600-1A11, CL-600-2A12, and CL-600-2B16
(1) Ditching provisions of FAR 25.801
(2) Ice Protection of FAR 25.1419

(e) CL-600-2C10
(1) FAR 25.103 and others Reduced Minimum Operating Speed Factors
(2) FAR 25.107(e)(1)(iv) Vlof and Vmu
(3) FAR 25.109 Rejected Takeoff and Landing Performance Criteria
(4) FAR 25.811(d)(2) Main Door Exit Marking Sign
(5) FAR 25.813(c)(2)(i) Emergency Exit Access
(6) FAR 25.904 Performance Credit for Use of APR During Reduced Thrust Takeoff
(6) FAR 25.933(a)(1)(ii) Thrust Reverser System
(7) FAR 25 App. I 25.5(b)(4) Lack of On/Off Switch for Automatic Takeoff Thrust Control System (ATTCS)

CL-600-2D15/CL-600-2D24
(1) FAR 25.103 and others Reduced Minimum Operating Speed Factors
(2) FAR 25.811(d)(2) Main Door Exit Marking Sign
(3) FAR 25.813(c)(2)(i) Emergency Exit Access
(4) FAR 25.904 Performance Credit for Use of APR During Reduced Thrust Takeoff
(5) FAR 25.933(a)(1)(ii) Thrust Reverser System
(6) FAR 25 App. I 25.5(b)(4) Lack of On/Off Switch for Automatic Takeoff Thrust Control System (ATTCS)

Compliance with the following optional requirements has been established for the CL-600-2B16 (604 Variant):
(1) Ditching provisions of FAR 25.801
(2) Ice Protection of FAR 25.1419

Compliance with the following optional requirements has been established for the CL-600-2B19, CL-600-2C10 and CL-600-2D15/CL-600-2D24:
(1) Ice Protection of FAR 25.1419
(2) Ditching provisions of FAR 25.801 when the safety equipment requirements of FAR 25.1411 and the ditching equipment requirements of FAR 25.1415 are satisfied.

Equipment

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

NOTE 1

This Aircraft Type Certificate Data Sheet defines a configuration which does not include passenger provision for the CL-600-1A11, CL-600-2A12, and CL-600-2B16 models. Carriage of persons in the cabin is permitted when an approved seating arrangement and related required passenger provisions are incorporated.

(a) Current weight and balance report including the list of equipment included in the certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification.

(b) Model CL-600-1A11, CL-600-2A12, and CL-600-2B16
System fuel, which must be included in the empty weight, is the amount of fuel required to fill the system plumbing and tanks to the undrainable level plus unusable fuel in the fuel tanks. The total amount of "system fuel" for the following Challenger variants is:

| Model: | Total Unusable (system fuel) |
|---|---|
| CL-600-1A11, 2A12 | 16.0 gal. total, 109 lb., (+500.00) |
| CL-600-2B16 (CL-601A) | 17.5 gal. total, 119 lb., (+524.80) |
| CL-600-2B16 (CL-604 Variant) | 19.0 gal. total, 129 lb., (+536.60) |

Model CL-600-2B19
System fuel, which must be included in the empty weight, is the amount of fuel required to fill the system plumbing and tank to the undrainable level plus unusable fuel in the fuel tanks. The total amount of "system fuel" is 14.5 U.S. Gal., 97 lb. (+494.3).

Model CL-600-2C10
System fuel, which must be included in the empty weight, is the amount of fuel required to fill the system plumbing and tank to the undrainable level plus unusable fuel in the fuel tanks. The total amount of "system fuel" is 33.8 U.S. Gal., 228.2 lb. (arm +819.7 in).

Model CL-600-2D15/CL-600-2D24
System fuel, which must be included in the empty weight, is the amount of fuel required to fill the system plumbing and tank to the undrainable level plus unusable fuel in the fuel tanks. The total amount of "system fuel" is 34.0 U.S. Gal., 229.4 lb. (arm +929.3 in).

(c) Model CL-600-1A11
System oil, which must be included in the empty weight, is the amount of oil necessary for engine lubrication. The total amount of "system oil" is as follows:

7.38 U.S. gal. (total) 56.8 lb., (+623)

Model CL-600-2A12 and CL-600-2B16
System oil, which must be included in the empty weight, is the amount of oil necessary for engine lubrication. The total amount of "system oil" is as follows:

6.1 U.S. gal. (total) 47 lb., (+680.5)

Model CL-600-2B19
System oil, which must be included in the empty weight, is the amount of oil necessary for engine lubrication. The total amount of "system oil" is as follows:

5.83 U.S. gal. (total) 47 lb., (+785.67)

Model CL-600-2C10
System oil, which must be included in the empty weight, is the amount of oil required to fill the system plumbing and tanks. The total amount of "system oil" is as follows:
With option TS670-79-201 – Engine Oil – No Remote Replenishment System,
6.1 U.S. Gal., 49.9 lb. (arm +1077.7 in)

With option CR670-79-201 – Engine Oil – Remote Replenishment System,
7.8 U.S. Gal., 62.9 lb. (arm +1091.2 in)

Model CL-600-2D15/CL-600-2D24
System oil, which must be included in the empty weight, is the amount of oil required to fill the system plumbing and tanks. The total amount of "system oil" is as follows:
With option TS670-79-201 – Engine Oil – No Remote Replenishment System,
6.1 U.S. Gal., 49.9 lb. (arm +1229.7 in)

With option CR670-79-201 – Engine Oil – Remote Replenishment System,
7.8 U.S. Gal., 62.9 lb. (arm +1243.2 in)

(d) Model CL-600-1A11
Aircraft which incorporate Canadair Limited Modification Summaries:
1) 600-556 Modified main landing gear wheel,
2) 600-592 Modified main landing gear sidestay,
3) 600-1933 Revised airspeed limitation placard.

May be operated to the following limitations (eligible Serial Numbers 1002, 1004 through 1037):

| Maximum Weight | lb. |
|---|---|
| Ramp | 38650 |
| Takeoff | 38500 |
| Landing | 32500 |
| Zero Fuel | 28500 |

Maximum Occupants Twenty-two (includes crew)

| C.G. Range Weight, lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) |
|---|---|---|
| 24000 to 38650 | 16 % (+502.848) | - - - |
| 38650 | - - - | 28% (+513.965) |
| 25800 | - - - | 33% (+518.598) |
| 24000 | - - - | 33% (+518.598) |

Straight line variation between points given.

Maximum Operating Altitude

| | | |
|---|---|---|
| Takeoff and landing | 10000 ft. | |
| En route | 40000 ft. | |
| | 41000 ft. | with Canadair Limited Modification Summaries 600-1923 & 600-8330 incorporated. |

Model CL-600-1A11

(e) Aircraft which incorporate Canadair Limited Modification Summaries:

1) 600-594 Landing gear for 40400 lb. takeoff weight aircraft,
2) 600-616 Wheels and brakes for the 40400 lb. takeoff weight aircraft,
3) 600-643 Structural reinforcement at wing B.L. O rib,
4) 600-752 Modified anti-skid unit,
5) 600-817 Stall protection system computer for the 40400 lb. takeoff weight aircraft,
6) 600-8150 Placard for the 40400 lb. takeoff weight aircraft,
7) 600-760 Drop down passenger door-production improvement (required only on S/N 1024 & subsequent).

may be operated to the following limitations (eligible Serial Numbers 1002, 1004 and subsequent):

| Maximum Weight | lb. |
|---|---|
| Ramp | 40550 |
| Takeoff | 40400 |
| Landing | 36000 |
| Zero fuel | 28500 |

Maximum Occupants Twenty-two (includes crew)

C.G. Range (Aircraft without Canadair Modification Summary 600-8265)

| Weight lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) |
|---|---|---|
| 24000 to 40550 | 16 % (+502.848) | - |
| 40550 | - | 27% (+513.039) |
| 38000 | - | 31% (+516.745) |
| 31000 | - | 31% (+516.745) |
| 27500 | - | 33% (+518.598) |
| 24000 | - | 33% (+518.598) |

Straight line variation between points given.

C.G. Range (Aircraft with Canadair Modification Summary 600-8265 Incorporated)

| Weight lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) |
|---|---|---|
| 24000 to 40550 | 16 % (+502.848) | - |
| 40550 | - | 27% (+513.039) |
| 38000 | - | 31% (+516.745) |
| 31000 | - | 31% (+516.745) |
| 28500 | - | 35% (+520.450) |
| 24000 | - | 33% (+520.450) |

Straight line variation between points given.

Maximum Operating Altitude

| | | |
|---|---|---|
| Takeoff and landing | 10000 ft. | |
| En route | 40000 ft. | |
| | 41000 ft. | with Canadair Modification Summaries 600-1923 & 600-8330 incorporated |

Model CL-600-1A11

(f) Airspeed Limits (CAS)

Aircraft which, in addition to the Canadair Modification Summaries essential for operation at a maximum takeoff weight of 40400 lb., also incorporate the following Canadair Modification Summary:

1) 600-665 Revised Vmo/Mmo outputs of ADC and limitations placard may be operated at the following limitations:

| Vmo and Mmo (maximum operating) | m.p.h. | Knots | Mach. |
|---|---|---|---|
| Sea level to 10000 feet | 345 | 300 | - |
| Above 10000 feet | 420 | 365 | 0.835 |

Extension of the flight spoilers at airspeeds above Mach = 0.79 is not permitted unless the following additional Canadair Modification Summaries are incorporated:

1) 600-512 Prevention of spoiler asymmetry
2) 600-809 Dormant failure protection of the flight spoiler detent
3) 600-8212 Hydraulic pipe routing to suit spoiler detent mechanism.

Model CL-600-1A11

(g) Aircraft Serial Numbers 1086 and subsequent and aircraft incorporated the following:

1) Either
   a) Canadair Service Bulletin
      600-0378 – Modification - Stall Protection System - Stall Strip Removal and Altitude Compensation

or b) Supplementary Type Certificate SA99NE - Wing Stall Strip Removed.

and

2) Canadair Service Bulletin
   600-0379 – Modification - Tires and Airspeed Limitation Placards - 41100 Pounds Takeoff Weight.
   may be operated to the following limitations (eligible Serial Numbers 1002, 1004 and subsequent)

| Maximum Weight | lb. |
|---|---|
| Ramp | 41250 |
| Takeoff | 41100 |
| Landing | 36000 |
| Zero fuel | 28500 |

Maximum Occupants Twenty-two (includes crew).

C.G. Range Aircraft 1004, 1009, 1053 to 1056, 1066 and subsequent and Aircraft incorporating Canadair Service Bulletin 600-0221

| Weight lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) |
|---|---|---|
| 24000 to 41250 | 16% (+502.848) | - |
| 41250 | - | 26% (+512.112) |
| 38000 | - | 31% (+516.745) |
| 31000 | - | 31% (+516.745) |
| 28500 | - | 35% (+520.450) |
| 24000 | - | 35% (+520.450) |

Straight line variation between points given.

C.G. Range (Other Aircraft)

| Weight lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) |
|---|---|---|
| 24000 to 41250 | 16% (+502.848) | - |
| 41250 | - | 26% (+512.112) |
| 38000 | - | 31% (+516.745) |
| 31000 | - | 31% (+516.745) |
| 27500 | - | 33% (+518.598) |
| 24000 | - | 33% (+518.598) |

Straight line variation between points given.

Maximum Operating Altitude

| | |
|---|---|
| Takeoff and landing | 10000 ft. |
| En route | 41000 ft. |

Airspeed Limits (CAS)

| Vmo and Mmo (maximum operating) | m.p.h. | Knots | Mach. |
|---|---|---|---|
| Sea level to 10000 feet | 345 | 300 | - |
| Above 10000 feet | 420 | 365 | 0.835 |

Extension of the flight spoilers at airspeeds above Mach = 0.80 is not permitted on Aircraft S/N 1005 to 1008, 1010 to 1052, 1057 to 1066 not incorporating Canadair Service Bulletin 600-0086 Modification - Spoilers - Ground Spoiler Activation and Flight Spoiler Detent Mechanism.

Model CL-600-1A11

(h) Aircraft incorporating the following Canadair Service Bulletins

a) 600-0350 Modification - Engine Speed Indicating- $N_1$ Fan Speed Indicator

b) 600-0379 Modification - Tires and Airspeed Limitation Placards - 41100 lb. Takeoff Weight.

c) 600-0401 Modification - Winglets - Addition

With Aircraft Serial Numbers 1005 to 1008 and 1010 to 1051 incorporating the following additional Canadair Service Bulletins

either 600-0096 Modification - Nose Landing Gear Steering

or 600-0380 Modification - Nose Gear - Steer by Wire.

may be operated to the following limitations (eligible Serial Numbers 1002, 1004 and subsequent).

| Maximum Weight | lb. |
|---|---|
| Ramp | 41250 |
| Takeoff | 41100 |
| Landing | 36000 |
| Zero Fuel | 28500 |

MaximumOccupants Twenty-two (includes crew).

C.G. Range Aircraft 1004, 1009, 1053 to 1056, 1066 and Subsequent and Aircraft Incorporating Canadair Service Bulletin 600-0221

| Weight lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) |
|---|---|---|
| 24000 to 41250 | 16% (+502.848) | - |
| 41250 | - | 26% (+512.112) |
| 38000 | - | 31% (+516.745) |
| 31000 | - | 31% (+516.745) |
| 28500 | - | 35% (+520.450) |
| 24000 | - | 35% (+520.450) |

Straight line variation between points given.

C.G. Range (Other Aircraft)

| Weight lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) |
|---|---|---|
| 24000 to 41250 | 16% (+502.848) | - |
| 41250 | - | 26% (+512.112) |
| 38000 | - | 31% (+516.745) |
| 31000 | - | 31% (+516.745) |
| 27500 | - | 33% (+518.598) |
| 24000 | - | 33% (+518.598) |

Straight line variation between points given.

Maximum Operating Altitude

| | |
|---|---|
| Takeoff and landing | 10000 ft. |
| En route | 41000 ft. |

| Airspeed Limits (CAS) | m.p.h. | Knots | Mach. |
|---|---|---|---|
| Vmo and Mmo (maximum operating) | | | |
| Sea level to 10000 feet | 345 | 300 | - |
| 10000 ft. to 21420 ft. | 420 | 365 | - |
| 21420 ft. to 25740 ft. | - | - | 0.79 |
| 25740 ft. to 28640 ft. | 385 | 335 | - |
| above 28640 ft. | - | - | 0.835 |

Vfe (Flaps extended)

| | | |
|---|---|---|
| 20° | 265 | 230 |
| 30° | 226 | 196 |
| 45° | 215 | 187 |

Extension of the flight spoilers at airspeeds above Mach = 0.79 is not permitted on Aircraft S/N 1005 to 1008, 1010 to 1052, 1057 to 1066 not incorporating Canadair Service Bulletin 600-0086 Modification - Spoilers - Ground Spoiler Activation and Flight Spoiler Detent Mechanism.

Model CL-600-1A11

(i) Aircraft incorporating the following Canadair Service Bulletins

a) 600-0350 Modification - Engine Speed Indicating- $N_1$ Fan Speed Indicator

b) 600-0446 Modification - Placard-41250 lb. Take-off Weight (Aircraft with Winglets).

c) 600-0401 Modification - Winglets - Addition

With Aircraft Serial Numbers 1005 to 1008 and 1010 to 1051 incorporating the following additional Canadair Service Bulletins

either 600-0096 Modification - Nose Landing Gear Steering

or 600-0380 Modification - Nose Gear - Steer by Wire.

may be operated to the following limitations (eligible Serial Numbers 1002, 1004 and subsequent).

| Maximum Weight | lb. |
|---|---|
| Ramp | 41400 |
| Takeoff | 41250 |
| Landing | 36000 |
| Zero Fuel | 28500 |

Maximum Occupants: Twenty-two (includes crew).

C.G. Range Aircraft 1004, 1009, 1053 to 1056, 1066 and Subsequent and Aircraft Incorporating Canadair Service Bulletin 600-0221

| Weight lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) |
|---|---|---|
| 24000 to 41400 | 16% (+502.848) | - |
| 41400 | - | 26% (+512.112) |
| 38000 | - | 31% (+516.745) |
| 31000 | - | 31% (+516.745) |
| 28500 | - | 35% (+520.450) |
| 24000 | - | 35% (+520.450) |

Straight line variation between points given.

C.G. Range (Other Aircraft)

| Weight lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) |
|---|---|---|
| | | - |
| 24000 to 41400 | 16% (+502.848) | - |
| 41400 | - | 26% (+512.112) |
| 38000 | - | 31% (+516.745) |
| 31000 | - | 31% (+516.745) |
| 27500 | - | 33% (+518.598) |
| 24000 | - | 33% (+518.598) |

Straight line variation between points given.

Maximum Operating Altitude

| | |
|---|---|
| Takeoff and landing | 10000 ft. |
| En route | 41000 ft. |

| Airspeed Limits (CAS) | m.p.h. | Knots | Mach. |
|---|---|---|---|
| Vmo and Mmo (maximum operating) | | | |
| Sea level to 10000 feet | 345 | 300 | - |
| 10000 ft. to 21420 ft. | 420 | 365 | - |
| 21420 ft. to 25740 ft. | - | - | 0.79 |
| 25740 ft. to 28640 ft. | 385 | 335 | - |
| above 28640 ft. | - | - | 0.835 |

Vfe (Flaps extended)

| | | |
|---|---|---|
| 20° | 265 | 230 |
| 30° | 226 | 196 |
| 45° | 215 | 187 |

Extension of the flight spoilers at airspeeds above Mach = 0.79 is not permitted on Aircraft S/N 1005 to 1008, 1010 to 1052, 1057 to 1066 not incorporating Canadair Service Bulletin 600-0086 Modification – Spoilers - Ground Spoiler Activation and Flight Spoiler Detent Mechanism.

Model CL-600-2A12

(j) Aircraft Serial Numbers 3018 and subsequent and aircraft incorporating the following Canadair Service Bulletin 601-0032 - Modification - Tires and Airspeed Limitation Placards 43100 lb. Takeoff Weight may be operated to the following limitations (eligible Serial Numbers 1003, 3001 and subsequent)

| Maximum Weight | lb. |
|---|---|
| Ramp | 43250 |
| Takeoff | 43100 |

Maximum Occupants Twenty-two (includes crew).

C.G. Range

| Weight lb. | Forward Limit % MAC (Sta.) | Aft Limit % MAC (Sta.) |
|---|---|---|
| 25000 to 43250 | 16% (+502.848) | - - - |
| 43250 | | 30% (+515.818) |
| 31000 | - - - | 35% (+520.450) |
| 25000 | - - - | 35% (+520.450) |

Straight line variation between points given.

NOTE: 2

Model CL-600-1A11

All placards must be installed in accordance with Canadair Limited Drawings: 600-40402, 600-40452, 600-51000, 600-51002, 600-51004

Model CL-600-2A12

All placards must be installed in accordance with Canadair Limited Drawings: 601-40402, 601-40452, 600-51000, 600-51002, 601-51004.

Model CL-600-2B16

All placards must be installed in accordance with Canadair Limited Drawings: 601-40402, 601-40452, 601A51000, 601A51002, 601A51004.(3A & 3R Variants)
601-40402, 601-40452 & 604-51000 (604 Variant)

Model CL-600-2B19

All placards must be installed in accordance with Canadair Limited Drawings: 601R47600, 601R47602, 601R47700.
Note: Customized markings and placards drawings are not included.

Model CL-600-2C10

All placards must be installed in accordance with Canadair Limited Drawings: BA670-47501, BA670-47506, BA670-47800. Self Illuminated Signs and Electrical Signs must be installed in accordance with BA670-47802 and BA670-47803.
Note: Customized markings and placards drawings are not included. Drawings noted above are for basic type certification only. For as-delivered aircraft configurations, refer to customer options listed in RAL-670-300.

Model CL-600-2D15/CL-600-2D24

All placards must be installed in accordance with the Bombardier Aerospace Drawings: BA690-47500, BA690-47506, BA690-47804. Self illuminated Signs and Electrical Signs must be installed in accordance with BA690-47805 and BA690-47806.
Drawings noted above are for basic type certification only. For as- delivered aircraft configurations, refer to RAL-690-XXXX for S/N 15001 to 15013, and RAL-BA690-XXXX for S/N 15014 and subsequent. (XXXX denotes the serial number for the aircraft concerned).

NOTE: 3

Model CL-600-1A11

The airplane life limits and repetitive inspections for components and equipment are listed in Canadair Time Limits/Maintenance Checks, PSP 605. These limitations may not be changed without FAA Engineering approval. This document with Canadair Maintenance Manual, PSP 602 and Job Inspection Card Manual PSP 622, NDT-612 contain all information essential for proper maintenance.

Model CL-600-2A12

The airplane life limits and repetitive inspections for components and equipment are listed in Canadair Time Limits/Maintenance Checks, PSP 601-5. These limitations may not be changed without FAA Engineering approval. This document with Canadair Maintenance Manual, PSP 601-2 and Job Inspection Card Manual PSP 601-22, NDT-612 contain all information essential for proper maintenance.

Model CL-600-2B16

The airplane life limits and repetitive inspections for components and equipment are listed as follow:

1. CL-601 3A and 3R Variants: Canadair Time Limits/Maintenance Checks, PSP 601A-5;
2. CL-604 Variant (s/n 5301 to 5699): Time Limits/Maintenance Checks, Identification No. CH 604 TLMC, Section 5-10;
3. CL-604 Variant (s/n 5701 and up): Time Limits/Maintenance Checks, Identification No. CH 605 TLMC, Section 5-10.

These limitations may not be changed without FAA Engineering approval. These documents and the associated Canadair Maintenance Manual:

1. CL-601 3A and 3R Variants: Aircraft Maintenance Manual PSP 601-2 Identification No. CH 601MM;
2. CL-604 Variant (s/n 5301 to 5699): Aircraft Maintenance Manual Identification No. CH 604MM;
3. CL-604 Variant (s/n 5701 and up): Aircraft Maintenance Manual Identification No. CH 605MM;

and/or Job Inspection Card Manuals PSP601A-22 (3A) and/or PSP 601R-22 (3R), PSP604-22 (CL604), NDT604-12 contain all information essential for proper maintenance.

Model CL-600-2B19

The airplane life limits and repetitive inspections for components and equipment and information essential for proper maintenance, are listed in Canadair Program Document CSP A-053, Part 2. These limitations may not be changed without FAA Engineering approval.

Model CL-600-2C10

The airplane life limits and repetitive inspections for components and equipment and information essential for proper maintenance, are listed in Canadair Program Document CSP B-053, Part 2. These limitations may not be changed without FAA Engineering approval.

Model CL-600-2D15/CL-600-2D24

The airplane life limits and repetitive inspections for components and equipment and information essential for proper maintenance, are listed in Bombardier Aerospace Program Document CSP B-053, Part 2. These limitations may not be changed without FAA Engineering approval.

NOTE 4:

Model CL-600-2B19

Major modifications which define the aircraft as the “Green Configuration” are recorded in document RAZ-601R-110 (Definition of RJ type design for Transport Canada approval), as Appendix 2 to that document.

NOTE 5 :

Model CL-600-2B19

The green aircraft type design does not include passenger provisions. Carriage of persons in the cabin is permitted when an approved seating arrangement and related required passenger provisions are incorporated in accordance with the Type Approval Basis.

Aircraft delivered in the "Green Configuration" and incorporating Mod. Summary TC60255 (Blocking of Emergency Exits) are limited to carrying a maximum of twenty-two (22) occupants including the crew and no more than 19 passengers in accordance with FAR 25 requirements.

NOTE 6 :

Model CL-600-2B19

For all weather flight capability the Regional Jet aircraft is certified to operate in CAT II conditions, except when the aircraft is installed with the HGS system (TC 601R60262), in which case the aircraft is certified to operate in CAT IIIa conditions.

NOTE 7 :

Model Cl-600-2B16 (CL-604 Variant)

The following additional requirements must be included with FAR 25.109 at Amendment 25-37:

1. Airplane Flight Manual information, in the form of guidance material, must be provided for supplementary operating procedures and performance information for operating on wet and contaminated runways.

2. The accelerate-stop distance and landing distance must be determined using the braking performance which is obtained with the brake conditions that are expected in service.

NOTE 8:

The RJ200 is a marketing designation for the Regional Jet Series 100 aircraft with the General Electric CF-34-3B1 engines installed and is identified as the Regional Jet Series 100 or RJ100 in this TCDS. All Airworthiness Directives issued against any 100 series aircraft are similarly applicable to the 200 series.

NOTE 9:

The CL-605 is a marketing designation for the Challenger CL-600-2B16 (CL-604 Variant) with Modsums 604DX10000, 604DX20000 and 604DX30000 incorporated, beginning with aircraft s/n 5701 and subsequent. This designation is for marketing purposes only.

...END...