



<u>Airspeed Limits (I.A.S.)</u>	$V_{MO}$		270 KIAS from sea level to 8,000 ft increasing linearly to 300 KIAS at 10,000 ft
	$V_{MO}$		300 KIAS from 10,000 ft to 20,700 ft
	$M_{MO}$		0.66 from 20,700 ft to 31,000 ft
	$V_A$ (Maneuvering)		190 KIAS from sea level to 31,000ft.
	$V_{FE}$ (Flaps Extended)	12°	200 KIAS for Basic
		12°	205 KIAS for Mod 10
		20°	180 KIAS
		32°	160 KIAS
	$V_{LE} = V_{LO}$		200 KIAS
	Tire Speed		210 MPH
	Windshield wiper operating speed		166 KIAS

Datum The aircraft reference zero datum point (QE 0) is located 59.05 in. (1,500 mm) forward of the fuselage nose cone and 98.425 in. under the fuselage centerline and the aircraft buttock line. The 0% MAC datum is located 369.21in. (9.378m) aft of the reference datum (QE 0).

Mean Aerodynamic Chord The MAC length is 80.20 in. (2.037 m)

Leveling Means Measuring marks are provided on the aircraft for leveling. These marks are indicated by special rivets or drillings as shown and described in the Weight & Balance Manual, Document No. TM-WBM-010399-ENV.

Maximum Weights

For Basic

Max Ramp Weight:	33841 lb. (15350 kg)
Max Takeoff Weight:	33510 lb. (15200 kg)
Max Landing Weight:	31063 lb. (14090 kg)
Max Zero Fuel Weight:	27800 lb. (12610 kg)

For Mod 10

Max Ramp Weight:	34789 lb. (15780 kg)
Max Takeoff Weight:	34524 lb. (15660 kg)
Max Landing Weight:	31724 lb. (14390 kg)
Max Zero Fuel Weight:	28814 lb. (13070 kg)

Center of Gravity Limits Refer to AFM No. AM-AFM-050599-ENV

Minimum Crew 2 - Pilot and copilot

Maximum Passenger Seating Capacity 33

Type of Baggage Compartment Class "D" Compartment (rear)

Maximum Baggage

- Total of 1653 lbs (750 kg) in the rear baggage compartment
- 882 lbs (400 kg) in the forward part
- 771 lbs (350 kg) in the aft part
- max. floor loading = 75 lb/ft<sup>2</sup>

Fuel Capacity

- 7970 lbs usable (gravity refueled)
- 7800 lbs usable (pressure refueled)

Oil Capacity

## Oil capacity per Engine

	MAX OIL TANK	MIN OIL TANK
US Gallons	2.11	0.79
Liters	8.00	3.00

Maximum Operating Altitude

31,000 ft. for basic aircraft  
35,000 ft. for aircraft incorporating Change Notice CN-F0166

Control Surface Movements

Wing Flaps 12°, 20°, and 32°  
Ailerons 28° up ( $\pm 1^\circ$ ), 25° down ( $+1^\circ$ )  
Elevator 30° up ( $-2^\circ$ ), 25° down ( $-1^\circ$ )  
Stabilizer fixed  
Rudder 24° right ( $+1^\circ$ ), 24° left ( $-1^\circ$ )

Serial Numbers

Serial Numbers for Basic: 3105 up to and including 3144, 3146, 3148, 3151, 3152, 3153, 3154, 3158, 3159  
Serial Numbers for Mod 10: 3145, 3147, 3149, 3150, 3155, 3156, 3157, 3160 and subsequent

Import Requirements

The FAA can issue a U.S. airworthiness certificate based on an Export Certificate of Airworthiness (Export C of A) signed by a representative of the LBA on behalf of the European Community. The Export C of A should contain the following statement: 'The aircraft covered by this certificate has been examined, tested, and found to conform with the Type Design approved under U.S. Type Certificate No. A55NM and to be in a condition for safe operation.'

Certification Basis

14 CFR part 25 Effective February 1, 1965, including Amendments 25-1 through 25-87. Additionally, Dornier elected to comply voluntarily with §25.351 as amended by Amendment 25-91.

For aircraft incorporating Flight Level 350 modification (Change Notice CN-F0166), Dornier elected to comply voluntarily with §25.832 as amended by Amendment 25-94.

## Special Conditions:

- No. ANM-99-273, "High Intensity Radiated Fields (HIRF) Protection.

## Exemptions:

- No. 6895 for FAR 25.1435(b)(1) Hydraulic System Test
- No. 6900 for FAR C36.9(e)(1) Approach Speed for Noise

## Equivalent Level of Safety Findings:

- Use of 1g Stall Criteria (various FARs)
- Rejected Takeoff and Landing Performance Criteria (FAR 25.101, 25.105, 25.109, 25.113, 25.115, 25.735, and 25.1587)
- Lavatory Fire Protection (FAR 25.854(a))
- Flight crew top hatch emergency exit markings (FAR 25.811(f))

## Optional Requirements complied with:

- FAR 25.1419 Icing

Environmental Standards complied with:

- FAR Part 36 effective December 1, 1969, including Amendments 36-1 through 36-21.
- FAR Part 34 effective September 10, 1990, including Amendment 34-1 through 34-3.

Additional Design Requirements complied with per FAR 21.21(b)(2):

- Ice Contaminated Tailplane Stall (Issue Paper F-3)
- Roll Control in Supercooled Large Droplet Conditions (Issue Paper S-2)

The Luftfahrt-Bundesamt (LBA) originally type certificated this aircraft under its type certificate Number 2534. The FAA validated this product under U.S. Type Certificate number A55NM. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the Federal Republic of Germany.

#### Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see the Certification Basis) must be installed in the aircraft. The lists of all equipment as well as optional approved equipment are contained in the document:

Type Design Definition Document No. TD-F0300

#### Airplane Flight Manual

LBA approved Airplane Flight Manual AM-AFM-050599-ENV.

#### Service Information

Each of the documents listed below that contain a statement that it is approved by the European Aviation Safety Agency (EASA) – or for approvals made before September 28, 2003 – by the LBA, are accepted by the FAA and are considered FAA approved. Additionally, the type certificate holder has contracted with GCT Design Organization GmbH (GCTDO) as the EASA approved DOA holder. Approvals issued by GCTDO or by the TC holder under the authority of EASA approved design organization EASA.21J.033 – or for approvals made prior to September 28, 2003 – by the TC holder under the authority of LBA approved design organization LBA.JA.002, are considered FAA approved. These approvals pertain to the design data only.

- TC holder Service Bulletins, except as noted below,
- Structural repair manuals
- Vendor manuals referenced in TC holder Service Bulletins
- Airplane flight manuals
- Repair instructions.

Note: Design changes that are contained in TC holder Service Bulletins and that are classified as Level 1 Major in accordance with either the US/Germany or US/EASA Bilateral Aviation Safety Agreement – Implementation Procedures for Airworthiness, must be approved by the FAA.

**NOTES****NOTE 1.**

Current weight and balance report including a list of equipment included in certificated empty weight, and loading instructions when necessary must be provided for each aircraft at its delivery.

For further information see Weight & Balance Manual TM-WBM-010399-ENV

**NOTE 2.**

Airworthiness Limitations including structural inspections and retirement times for safe-life parts are listed in Dornier Airworthiness Limitations Document TM-ALD-010599-ALL.

**NOTE 3.**

Certification Maintenance Requirements (CMR) are listed in Document TM-CMR-010599-ALL. The CMR Document is attached as an appendix to the MRB Document TM-MRB-010599-ALL.

**NOTE 4.**

Compliance with the optional ditching requirements of FAR 25.801, FAR 25.1411, and FAR 25.1415 has not been shown.

...END...