DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A21EA
Revision No. 47
Bombardier Inc.

CL-600-1A11 (600)
CL-600-2A12 (601)
CL-600-2B16 (601-3A Variant)
CL-600-2B16 (601-3R Variant)
CL-600-2B16 (604 Variant)
CL-600-2B19 (Regional Jet Series 100 & 440)
CL-600-2C10 (Regional Jet Series 700, 701 & 702)
CL-600-2C11 (Regional Jet Series 550)
CL-600-2D15 (Regional Jet Series 705)
CL-600-2D24 (Regional Jet Series 900)
CL-600-2E25 (Regional Jet Series 1000)

September 18, 2019

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.
800 boul. René Lévesque West
Montreal, Quebec, Canada
H3B1Y8

I - Model CL-600-1A11 (600) (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.	China	Russia/Ukraine
Jet A	CAN2-3.23	ASTM D1655	-	-	-
Jet A-1	CAN2-3.23	ASTM D1655	DEF STAN 91-91	No. 3 Jet	TS-1* or RT
Grade JP-5	-	MIL-DTL-5624	DEF STAN 91-86	-	-
Grade JP-8	-	MIL-DTL-83133	DEF STAN 91-87	-	-
Jet B	CAN2-3.22	ASTM D6615	D. Eng. RD2486	-	-
JP-4	CAN2-3.22	MIL-DTL-5624	D. Eng. RD2454	-	-

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.
*Refer to appropriate AFM listed in Approved Publication section when using TS-1.

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		Interturbine Temperature		
		LP %N1	HP %N2	°C	°F	Time Limit
Max. Takeoff	7500	96.0	98.2	904	1660	5 minutes
Max. Continuous	7100	96.0	96.4	877	1610	-
Starting Maximum				823	1513	10 seconds above 793°C (1460°F)

Page No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Rev No.	47	43	43	43	43	43	42	43	43	47	47	47	42	47	47	47	47	42	47	42
Page No.	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Rev No.	47	43	42	47	47	47	47	47	47	47	47	47	47	42	42	42	42	42	47	47
Page No.	41																			
Rev No.	47																			

Oil Temperature

	°C	°F
Maximum Permissible	143	290
Transient*	170	338

*Permitted during power reduction. Normal temperature must be achieved within two minutes of achieving steady state operation.

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	732	1349

Airspeed Limits (CAS)
(See NOTE 1)

		m.p.h.	Knots	Mach
V_{mo} and M_{mo} (maximum operating)				
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 AFM for variation of V_a with altitude and aircraft weight).				
V_{1o} (Landing Gear Operation)		225	196	-
V_{1e} (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.					

		U.S. Gal.	Imp. Gal.	Kg.	Weight, lb.	Mom.Arm-in.
Oil Capacity	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)	Takeoff 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 - 1.0°) Down
	Flap – Outboard		0° - 46.7° (+ or - 1.0°) 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 (601) (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.	China	Russia/Ukraine
Jet A	CAN2-3.23	ASTM D1655	-	-	-
Jet A-1	CAN2-3.23	ASTM D1655	DEF STAN 91-91	No. 3 Jet	TS-1* or RT
Grade JP-5	-	MIL-DTL-5624	DEF STAN 91-86	-	-
Grade JP-8	-	MIL-DTL-83133	DEF STAN 91-87	-	-
Jet B	CAN2-3.22	ASTM D6615	D. Eng. RD2486	-	-
JP-4	CAN2-3.22	MIL-DTL-5624	D. Eng. RD2454	-	-

*Refer to appropriate AFM listed in Approved Publication section when using TS-1.

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	Time Limit
Max. takeoff	9140	98.6	99.4	857	1575	5 minutes
Normal takeoff	8650	96.2	98.3	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:						
Max. takeoff				886	1627	2 minutes
Normal takeoff				864	1587	2 minutes
Start/relight				930	1706	16 seconds
				889	1632	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
One - General Electric CF-34-1A and one CF-34-3A2 or
Two - General Electric CF-34-3A or
Two - General Electric CF-34-3A2
Aircraft with two CF34-3A or CF34-3A2 engines installed, improved performance is not available until Canadair Service Bulletin 601-0238 - Modification - Engines - Use of 3A engines at 3A power settings, is 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.

Oil Temperature

	°C	°F
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	
Minimum at Takeoff (power):	40 psi	

APU Limits

Maximum RPM	110%	
Maximum EGT:	°C	°F
Starting (10 seconds)	974	1785
Running	732	1350

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.		-	-	0.80
25740 ft. to 28640 ft.		385	335	-
above 28640 ft.		-	-	0.85
V_{fe} (Flaps extended)	20°	265	230	-
	30°	226	196	-
	45°	215	187	-
V_a (maneuvering)				

(See AFM 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)

	lb. *
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)
Auxiliary 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)
Auxiliary 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	6.21	13.7	(+645.4)
Total	3.40	2.83	12.42	27.4	(+645.4)
Usable					
2-engines (each)	1.38	1.14	5.04	11.11	(+645.4)
Total	2.75	2.29	10.08	22.22	(+645.4)
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)

See NOTE 1(c) for system oil.

Maximum Operating Altitude
Takeoff and landing: 10000 ft.
En route: 41000 ft.

Control Surface Movements	Rudder		25° (+1.0°, -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

(601-3A Variant) Two General Electric CF-34-3A or CF-34-3A2 or
One General Electric CF-34-3A and one CF-34-3A2

(601-3R Variant) Two General Electric CF-34-3A1 (Serial Number 5135 and subsequent) Approved by the FAA 15 July 1995.

(604 Variant) 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.	China	Russia/Ukraine
Jet A	CAN2-3.23	ASTM D1655	-	-	-
Jet A-1	CAN2-3.23	ASTM D1655	DEF STAN 91-91	No. 3 Jet	TS-1* or RT
Grade JP-5	-	MIL-DTL-5624	DEF STAN 91-86	-	-
Grade JP-8	-	MIL-DTL-83133	DEF STAN 91-87	-	-
Jet B	CAN2-3.22	ASTM D6615	D. Eng. RD2486	-	-
JP-4	CAN2-3.22	MIL-DTL-5624	D. Eng. RD2454	-	-

*Refer to appropriate AFM listed in Approved Publication section when using TS-1.

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).

601-3A & 3R Variants

Engine Limits

	SL Static Thrust (lb.)	Compressor RPM		Interturbine Temp.**		
		LP %N1	HP %N2	°C	°F	Time Limit
Max. takeoff	9140	98.6	99.4	871	1600	5 minutes
Normal takeoff	8650	96.2	98.3	856	1573	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:						
Max. takeoff				900	1652	2 minutes
Normal takeoff				878	1612	2 minutes
Start/relight				930	1706	16 seconds
				903	1657	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.

Oil Temperature	°C	°F
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	(6 min. maximum)
Maximum Continuous:	95 psi	
Minimum at Steady State Idle:	25 psi	
Minimum 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)		m.p.h.	Knots	Mach
V_{mo} and M_{mo} (maximum operating)				
Sea level to 10000 ft.		346	301	-
10000 ft. to 21330 ft.		414	360	-
21330 ft. to 25640 ft.		-	-	0.79
25640 ft. to 28720 ft.		380	330	-
above 28720 ft.		-	-	0.835
V_{fe} (Flaps extended)	20°	267	232	-
	30°	228	198	-
	45°	218	190	-
V_a (maneuvering)				
(See AFM for variation of V_a with altitude and aircraft weight).				
V_{1o} (Landing Gear Operation)		226	197	-
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	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).

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	9220	98.6	99.4	899	1650	5 minutes
Normal takeoff	8729	96.2	98.3	884	1623	5 minutes
Max. continuous	9140	98.6	99.2	899	1650	
Idle range			62.9-64.0			
Min. Idle in icing conditions			64.0			
Transient:						
Max. Takeoff				928	1702	2 minutes
Normal Takeoff				906	1663	2 minutes
Start/relight				930	1706	16 seconds
				903	1657	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.

Oil Temperature

	°C	°F
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	
Minimum at Takeoff (power):	45 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 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 AFM 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).

601-3A Variant
Fuel Capacity

	U.S. Gal.	Imp. Gal.	Kg.	Weight, lb.	Mom.Arm-in.
Usable					
2 main tanks (each)	727	605	2227	4909	(+506.6)
Fuselage tanks	1017	847	3115	6868	(+455.6)
Total	2472	2059	7569	16686	

See NOTE 1(b) for system fuel.

601-3R Variant
Fuel Capacity

	U.S. Gal.	Imp. Gal.	Kg.	Weight, lb.	Mom.Arm-in.
Usable					
2 main tanks (each)	727	605	2227	4909	(+506.6)
Fuselage tanks	1010	841	3115	6868	(+455.6)
Tail tank	187.7	156.24	579	1276	(+816.7)
Total	2651.7	2207.24	8148	17962	

See NOTE 1(b) for system fuel.

604 Variant
Fuel Capacity

	U.S. Gal.	Imp. Gal.	Kg.	Weight, lb.	Mom.Arm-in.
Usable					
2 main tanks (each)	720	600	2205	4860	(+506.6)
Auxiliary tank	1062	884	3251	7168	(+450.6)
Tail tank	461	384	1411	3112	(+771.7)
Total	2963	2467	9072	20000	

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	Takeoff 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° (+ or - 0.3°) LE Up	-9° (+ or - 0.3°) LE Down
	Aileron	20.8° (+ or - 1°) Up	21.3° (+ or - 1°) Down
	Flap – Inboard		0° - 45° (+ or - 1°) Down
	Flap – 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 (Regional Jet Series 100) (Transport Category), Approved January 21, 1993, by the FAA and July 31, 1992, by Transport Canada.

Model CL-600-2B19 (Regional Jet Series 440) (Transport Category), 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.

Fuel

Type	Specifications					
	Canada	U.S.A.	U.K.	China	CIS/Ukraine	NATO
Jet A	CGSB-3.23	ASTM D1655	-	-	-	-
Jet A-1	CGSB-3.23	ASTM D1655	DEF STAN 91-91	GB6537-2006 No. 3 Jet	TS-1* or RT	F-35
Grade JP-5	CGSB-3.24	MIL-DTL-5624	DEF STAN 91-86	-	-	F-44
Grade JP-8	CGSB-3.24	MIL-DTL-83133	DEF STAN 91-87	-	-	F-34
Jet B	CAN2-3.22	ASTM D6615	D. Eng. RD2486	-	-	-
Grade JP-4	CAN2-3.22	MIL-DTL-5624	D. Eng. RD2454	-	-	-

*Refer to appropriate AFM listed in Approved Publication section when using TS-1.

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

	Fan RPM	Core RPM	ITT		Time Limit
	%N1	%N2	°C	°F	(Min)
Max. takeoff (APR operating)	98.6	99.4	900	1650	5***
			928	1702	2*
Normal takeoff	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

Oil Temperature

	°C	°F
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 (CAS)

V_{mo} and M_{mo} (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
V_{fe} (Flaps extended)	8°	265	230	-
	20°	265	230	-
	30°	226	196	-
	45°	220	191	-
V_a (maneuvering)				
(See AFM for variation of V_a with altitude and aircraft weight).				
V_{1o} (Landing Gear Operation)				
	Extending	288	250	-
	Retracting	230	200	-
V_{1e} (Landing Gear Extended)		288	250	-

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

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

	Type Spec. lb.	Option lb.	Option lb.	Option lb.	Option lb.	Option 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, and 1 flight observer)

CL-600-2B19 Green Aircraft Configuration
Refer to NOTE 4, 5.

Fuel Capacity (usable)

	Load*		Weight*	
	U.S. Gal.	Imp. Gal.	Kg.	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 — Takeoff and landing: 10000 ft.
En route: 41000 ft.

Control Surface Movements

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

*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.

Serial Numbers Eligible — 7001 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.

V - Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) (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.	China	CIS/Ukraine	NATO
Jet A	CGSB-3.23	ASTM D1655	-	-	-	-

Jet A-1	CGSB-3.23	ASTM D1655	DEF STAN 91-91	GB6537-2006 No. 3 Jet	TS-1* or RT	F-35
Grade JP-5	CGSB-3.24	MIL-DTL-5624	DEF STAN 91-86	-	-	F-44
Grade JP-8	CGSB-3.24	MIL-DTL-83133	DEF STAN 91-87	-	-	F-34

*Refer to appropriate AFM listed in Approved Publication section when using TS-1.

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

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

Oil Temperature

	°C	°F
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

* Dependent 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 (CAS)

V_{mo} and M_{mo} (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
V_{fe} (Flaps extended)	1°	265	230	-
	8°	265	230	-
	20°	265	230	-
	30°	213	185	-
	45°	196	170	-
V_a (maneuvering)				
(See AFM for variation of V_a with altitude and aircraft weight).				
V_{1o} (Landing Gear Operation)				
	Extending	253	220	-
	Retracting	230	200	-
V_{1e} (Landing Gear Extended)		253	220	-

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)
** For any CL-600-2C10, the maximum passenger capacity may be further limited by the Equivalent Safety Finding against FAR 25.801 and 25.813 (see Note 13).

Fuel Capacity (usable)

	Load*		Weight*	
	U.S. Gal.	Imp. Gal.	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.)

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

	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	19.30	42.4

See Note 1(c) for system oil

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

	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 — Takeoff and landing: 8000ft (without Modsum 670T82357)
9600ft (with Modsum 670T82357)
En route: 41000 ft.

Control Surface Movements

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

Serial Numbers Eligible — 10002 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.

VI - Model CL-600-2C11 (Regional Jet Series 550) (Transport Category), Approved September 18, 2019, by the FAA and July 5, 2019 by Transport Canada. (See NOTE 16)

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.	China	CIS/Ukraine	NATO
Jet A	CGSB-3.23	ASTM D1655	-	-	-	-
Jet A-1	CGSB-3.23	ASTM D1655	DEF STAN 91-91	GB6537-2006 No. 3 Jet	TS-1* or RT	F-35
Grade JP-5	CGSB-3.24	MIL-DTL-5624	DEF STAN 91-86	-	-	F-44
Grade JP-8	CGSB-3.24	MIL-DTL-83133	DEF STAN 91-87	-	-	F-34

*Refer to appropriate AFM listed in Approved Publication section when using TS-1.

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

Oil Temperature

	°C	°F
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

* Dependent 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 (CAS)

V_{mo} and M_{mo} (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
V_{fe} (Flaps extended)	1°	265	230	-
	8°	265	230	-
	20°	265	230	-
	30°	213	185	-

	45°	196	170	-

V_a (maneuvering)

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

V_{1o} (Landing Gear Operation)

Extending	253	220	-
Retracting	230	200	-

V_{1e} (Landing Gear Extended)	253	220	-

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.
Ramp	66000
Takeoff	65000
Landing	61000
Zero Fuel	59000
Minimum flight weight	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 — 50 or less passengers, when fitted with an approved interior
Plus 5 crew-members (Pilot, Copilot, Observer, Forward and Aft Flight attendants)

Fuel Capacity (usable)

	Load*		Weight*	
	U.S. Gal.	Imp. Gal.	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.)

Oil Capacity

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

	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	19.30	42.4

See Note 1(c) for system oil

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

	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

Takeoff and landing:	8000ft (without Modsum 670T82357)
	9600ft (with Modsum 670T82357)
En route:	41000 ft.

Control Surface Movements

Rudder	33º Left*	33º Right
Elevator	23.6º Up	18.4º Down

Horizontal Stabilizer		2.0º LE Up	13.0º LE Down
Aileron		25.1º Up	21.3º Down
Flap	– Inboard		45.0º Down
	– Outboard		41.6º Down
Multi-Function Spoiler		48.0º Up	
Ground Spoiler		44.9º Up	
Slat			25.0º Down

Serial Numbers Eligible 10002 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-600-2D15 (Regional Jet Series 705) (Transport Category), Approved May 4, 2005, by the FAA and May 3, 2005 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.	China	CIS/Ukraine	NATO
Jet A	CGSB-3.23	ASTM D1655	-	-	-	-
Jet A-1	CGSB-3.23	ASTM D1655	DEF STAN 91-91	GB6537-2006 No. 3 Jet	TS-1* or RT	F-35
Grade JP-5	CGSB-3.24	MIL-DTL-5624	DEF STAN 91-86	-	-	F-44
Grade JP-8	CGSB-3.24	MIL-DTL-83133	DEF STAN 91-87	-	-	F-34

*Refer to appropriate AFM listed in Approved Publication section when using TS-1.

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

Oil Temperature

	°C	°F
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 (CAS)

V_{mo} and M_{mo} (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
V_{fe} (Flaps extended)	1°	265	230	-
	8°	265	230	-
	20°	253	220	-
	30°	213	185	-
	45°	196	170	-
V_a (maneuvering)				
(See AFM for variation of V_a with altitude and aircraft weight).				
V_{1o} (Landing Gear Operation)				
	Extending	253	220	-
	Retracting	230	200	-
V_{1e} (Landing Gear Extended)		253	220	-

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	80750	82750	85000
Takeoff	80500	82500	84500
Landing	73500	73500	75100
Zero Fuel	70000	70000	70750
Minimum flight weight	45000	45000	45000

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*		Weight*	
	U.S. Gal.	Imp. Gal.	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.)

Oil Capacity

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

	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

See Note 1(c) for system oil

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

	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

Takeoff and landing: 8000ft (without Modsum 670T82357)
9600ft (with Modsum 670T82357)

En route: 41000 ft.

Control Surface Movements

Rudder		33º Left	33º Right
Elevator		23.6º Up	18.4º Down
Horizontal Stabilizer		2.0º LE Up	13º LE Down
Aileron		25.1º Up	21.3º Down
Flap	– Inboard		45.0 º Down
	– Outboard		41.6º Down
Multi-Function Spoiler		48.0º Up	
Ground Spoiler		44.9º Up	
Slat			25.0º 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.

VIII – Model CL-600-2D24 (Regional Jet Series 900) (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.	China	CIS/Ukraine	NATO
Jet A	CGSB-3.23	ASTM D1655	-	-	-	-
Jet A-1	CGSB-3.23	ASTM D1655	DEF STAN 91-91	GB6537-2006 No. 3 Jet	TS-1* or RT	F-35
Grade JP-5	CGSB-3.24	MIL-DTL-5624	DEF STAN 91-86	-	-	F-44
Grade JP-8	CGSB-3.24	MIL-DTL-83133	DEF STAN 91-87	-	-	F-34

*Refer to appropriate AFM listed in Approved Publication section when using TS-1.

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

Oil Temperature

	°C	°F
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 (CAS)

V_{mo} and M_{mo} (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.		-	-	0.85
34000 ft. to 41000 ft.		-	-	0.84*
V_{fe} (Flaps extended)	1°	265	230	-
	8°	265	230	-
	20°	253	220	-
	30°	213	185	-
	45°	196	170	-

V_a (maneuvering)

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

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

V_{1o} (Landing Gear Operation)			
Extending	253	220	-
Retracting	230	200	-
V_{1e} (Landing Gear Extended)	253	220	-

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	80750	82750	85000
Takeoff	80500	82500	84500
Landing	73500	73500	75100
Zero Fuel	70000	70000	70750
Minimum flight weight	45000	45000	45000

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*		Weight*	
	U.S. Gal.	Imp. Gal.	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.)

Oil Capacity

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

	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

See Note 1(c) for system oil
With option CR670-79-201 – Engine Oil – Remote Replenishment System

	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

Takeoff and landing: 8000ft (without Modsum 670T82357)
9600ft (with Modsum 670T82357)
En route: 41000 ft.

Control Surface Movements

Rudder		33º Left	33º Right
Elevator		23.6º Up	18.4º Down
Horizontal Stabilizer		2.0º LE Up	13º LE Down
Aileron		25.1º Up	21.3º Down
Flap	– Inboard		45.0 º Down
	– Outboard		41.6º Down
Multi-Function Spoiler		48.0º Up	
Ground Spoiler		44.9º Up	
Slat			25.0º 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.

IX – Model CL-600-2E25 (Regional Jet Series 1000) (Transport Category), Approved December 17, 2010 by the FAA and November 1, 2010 by Transport Canada.

Engines

Two General Electric CF34-8C5 or
optional CF34-8C5A1
optional CF34-8C5A2
TC No. E00063EN

Fuel

Type	Specifications					
	Canada	U.S.A.	U.K.	China	CIS/Ukraine	NATO
Jet A	CGSB-3.23	ASTM D1655	-	-	-	-
Jet A-1	CGSB-3.23	ASTM D1655	DEF STAN 91-91	GB6537-94 No. 3 Jet	TS-1* or RT	F-35

Grade JP-5	CGSB-3.24	MIL-DTL-5624	DEF STAN 91-86	-	-	F-44
Grade JP-8	CGSB-3.24	MIL-DTL-83133	DEF STAN 91-87	-	-	F-34

*Refer to appropriate AFM listed in Approved Publication section when using TS-1.

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

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

Oil Temperature

	°C	°F
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 D-012)
** Not to be exceeded under any operating condition.
*** Refer to AFM for detail limitations

Airspeed Limits (CAS)

V_{mo} and M_{mo} (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.		-	-	0.84
V_{fe} (Flaps extended)	1°	265	230	-
	8°	265	230	-
	20°	253	220	-
	30°	213	185	-
	45°	196	170	-
V_a (maneuvering)				
(See AFM for variation of V_a with altitude and aircraft weight).				
V_{1o} (Landing Gear Operation)				
	Extending	253	220	-
	Retracting	230	200	-
V_{1e} (Landing Gear Extended)		253	220	-

C.G. Range

Refer to AFM (CSP D-012) for detail CG limits.

Datum

Xarm 0, located 144.0 inches forward of aircraft nose

Mean Aerodynamic Chord (MAC)

137.020 inches (MAC leading edge at Xarm 900.257 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.	Option lb.	Option lb.
Ramp	90500	92300	88673	90878	86469
Takeoff	90000	91800	88173	90378	85969
Landing	81500				
Zero Fuel	77500				
Minimum flight weight	51000				

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

110, including 6 crew members (1 Pilot, 1 Co-pilot, 1 observer and 3 Flight Attendants) (104 passengers when fitted with an approved interior)

Fuel Capacity (usable)

	Load*		Weight*	
	U.S. Gal.	Imp. Gal.	Kg.	lb.
2 main tanks (each)	1113	926.8	3407	7513
Center tank	710	591.2	2174	4793
Total	2936	2444.7	8989	19818

See Note 1(b) for system fuel

* Pressure refueling (based on 0.809 kg/L) (6.75 lb./U.S. Gal.)

Oil Capacity

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

	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

See Note 1(c) for system oil

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

	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

Takeoff and landing: 10000 ft.
En route: 41000 ft.

Control Surface Movements

Rudder		33º Left	33º Right
Elevator		23.6º Up	18.4º Down
Horizontal Stabilizer		2.0º LE Up	13.0º LE Down
Aileron		24.1º Up	20.3º Down
Flap	– Inboard		45.0 º Down
	– Outboard		34.0º Down
Multi-Function Spoiler		48.0º Up	
Ground Spoiler		44.0º Up	
Slat			25.0º Down

Serial Numbers Eligible

19013 and subsequent (see note 11)

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 (600)

(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 (601)

(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 to 5990))

(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-600-2B16 (604 Variant (from S/N 6050 & Subs))

(a) Airplane Flight Manual, Canadair Publication PSP 650-1 for the appropriate weight configuration, (See NOTE 1&14) 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) Airworthiness Limitations and Certification Maintenance Tasks, as contained in the Maintenance Requirements Manual (MRM), Canadair Publication CSP B-053, Part II and subsequent approved revisions.

Model CL-600-2C11

(a) Airplane Flight Manual, Canadair Publication CSP B-012, revision 28 dated July 12 2019 or later approved revisions 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) Airworthiness Limitations and Certification Maintenance Tasks, as contained in the Maintenance Requirements Manual (MRM), Canadair Publication CSP B-053, Part II, revision 21 dated July 9, 2019 and subsequent approved revisions.

Model CL-600-2D15/CL-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) Airworthiness Limitations and Certification Maintenance Tasks, as contained in the Maintenance Requirements Manual (MRM), Canadair Publication CSP B-053, Part II and subsequent approved revisions.

Model CL-600-2E25
(a) Airplane Flight Manual, Canadair Publication CSP D-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 D-008 and subsequent approved issues.
(d) Airworthiness Limitations and 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 (600)
"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 (601)
"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 (601-3A & 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/CL-600-2C11
"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/CL-600-2C11 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).

(g) Model CL-600-2E25
"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-BA698-009 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-600-2E25 airplane is defined in the document RAL-BA698-19XXX. (19XXX represents the Serial Number for the airplane concerned).

Certification Basis

Model CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A & 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's25.571 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 Amendments 25-1 through 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/CL-600-2C11
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
FAR 25.493 at Amendment 25-97and
14 CFR 25.975 at Amendment 25-143 (See NOTE 15).

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) FAR 25.365, FAR 25.831(a) and FAR 25.1447(c) at Amendment 25-87.
(d) 14 CFR 25.975 at Amendment 25-143 (See NOTE 15).
FAR 25 Amendment 25-91 is not included in Type Certification Basis.

Model CL-600-2E25
14 CFR Part 25 including amendments 25-1 through 25-119 with the following exceptions:
14 CFR Part 25.415 (rudder system only) at Amdt. 25-72;
14 CFR Parts 25.772(c) (not applicable);,
14 CFR Part 25.783(f) at Amdt. 25-23;
14 CFR Part 25.809 at Amdt. 25-72;
14 CFR Part 25.831(g) at Amdt. 25-41;
14 CFR Part 25.841(a) at Amdt. 25-38;
14 CFR Part 25.1329 at Amdt 25-46;
14 CFR Part 25.1335 at Amdt 25-41;
and 14 CFR Part 26.33 in lieu of 14 CFR Part 25.981(c) at Amdt 25-102;
Plus the following requirements: 14 CFR Part 25, Appendix J at Amdt. 25-117; 14 CFR Part 25.1317 at Amdt. 25-122 for the Rudder Control System; 14 CFR Part 25.812(h) at Amdt. 25-128;

Additional FAA Requirements

(a) Model CL-600-1A11 (600)
- (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.
  - No. 25-666-SC Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 9, 2017. See the applicability section of this special

condition for more information on which design change must meet it.
Date of application for Type Certificate August 3, 1976.
Type Certificate A21EA issued November 7, 1980.

(b) Model CL-600-2A12 (601)
(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.
- No. 25-666-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 9, 2017. See the applicability section of this special condition for more information on which design change must meet it.

Date of application for amendment to Type Certificate May 1, 1981.
Type Certificate A21EA amended March 11, 1983.

(c) Model CL-600-2B16 (601-3A & 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.
- No. 25-666-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 9, 2017. See the applicability section of this special condition for more information on which design change must meet it.

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).
- No. 25-666-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 9, 2017. See the applicability section of this special condition for more information on which design change must meet it.

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:
- High Intensity Radiated Fields (HIRF), No. 25-ANM-61 dated July 22, 1992
- Passenger seats with non-traditional, large, non-metallic panels No. 25-384-SC dated August 12, 2009
- No. 25-666-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 9, 2017. See the applicability section of this special condition for more information on which design change must meet it.

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

(f) Model CL-600-2C10/CL-600-2C11
(1) 14 CFR Part 36 dated December 1, 1969, including Amendments 36-0 thru 36-31 at Stage 4.
(2) Applicable portions of FAR 34
(3) Special Conditions:
- High Intensity Radiated Fields, No. 25-ANM-109 dated October 31, 1995
- Go-around performance credit for use of automatic power reserve (APR) No. 25-167-SC dated October 24, 2000.
- Passenger seats with non-traditional, large, non-metallic panels No. 25-384-SC

dated August 12, 2009
- No. 25-666-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 9, 2017. See the applicability section of this special condition for more information on which design change must meet it.

CL-600-2C10:
Date of application for amendment to Type Certificate May 6, 1996.
Type Certificate A21EA amended February 16, 2001.
CL-600-2C11:
Date of application for amendment to Type Certificate March 1, 2019.
Type Certificate A21EA amended September 18, 2019.

(g) Model CL-600-2D15/CL-600-2D24
(1a) 14 CFR Part 36, effective September 10, 1990, and including all amendments effective on the date of Type Certification.
(1b) 14 CFR Part 36, effective August 7, 2002 (Amendment 36-24) for CL-600-2D24 incorporating conical nozzle with CF-34-8C5 and CF-34-8C5A1 engines.
(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 dated October 31, 1995
- Go-around performance credit for use of automatic power reserve (APR) No. 25-167-SC dated October 24, 2000 (same as CL-600-2C10)
- Sudden Engine Stoppage, No. 25-217-SC dated October 04, 2002
- Passenger seats with non-traditional, large, non-metallic panels No. 25-384-SC dated August 12, 2009
- No. 25-666-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 9, 2017. See the applicability section of this special condition for more information on which design change must meet it.

(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.

(h) Model CL-600-2E25
(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:
- Interaction of Systems and Structures (for CBW Rudder System), 25-412-SC, dated November 5, 2010
- Operation Without Normal Electrical Power, 25-413-SC, dated November 5, 2010
- Limit Torque Loads for Sudden Engine Stoppage, 25-217-SC, dated October 4, 2002
- Go-around performance credit for use of automatic power reserve (APR) 25-167-SC, dated October 24, 2000 (same as CL-600-2C10 & CL-600-2D24)
- Passenger seats with non-traditional, large, non-metallic panels, 25-409-SC dated July 27, 2010
- High Intensity Radiated Fields, 25-ANM-109, dated October 31, 1995, for changes other than the rudder control system and the unchanged areas.
- No. 25-666-SC, Non-Rechargeable Lithium Batteries, effective to design changes applied for after May 9, 2017. See the applicability section of this special condition for more information on which design change must meet it.

(4) Exemption:
Exemption No 10175, 14 CFR Part 25.981(a)(3) for Structural Lightning Protection Features. See NOTE 11
Date of application for amendment to Type Certificate Feb 23, 2007.
Type Certificate A21EA amended December 17, 2010.

Equivalent safety has been established for the following requirements:

(a) CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A & 3R Variants).
  (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
  (3) FAR 25.125(a) Increased Flare Height, for Steep Approach Landing Ops. at London City

(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)
  (5) FAR 25.1441(c) – Oxygen Quantity Indication of Passenger Lavatory Oxygen Dispensing Units, documented in Transport Airplane Directorate ELOS Memo AT07852NY-T-S-1 dated October 14, 2014.
  (6) FAR 25.1443(c) – Minimum Mass Flow of Supplemental Oxygen - Passenger Lavatory Oxygen Dispensing Units, documented in Transport Airplane Directorate ELOS Memo AT07852NY-T-S-2 dated October 14, 2014.

(d) CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3R & 3R Variants)
  (1) Ditching provisions of FAR 25.801
  (2) Ice Protection of FAR 25.1419

(e) CL-600-2C10/CL-600-2C11
  (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 documented in Transport Airplane Directorate ELOS Memo AT07658NY-T-C-1 dated April 3, 2014.
  (6) FAR 25.904 Performance Credit for Use of APR During Reduced Thrust Takeoff
  (7) FAR 25.933(a)(1)(ii) Thrust Reverser System
  (8) FAR 25 App. I 25.5(b)(4) Lack of On/Off Switch for Automatic Takeoff Thrust Control System (ATTCS)
  (9) FAR 25.841(b)(6) – High Altitude Takeoff and Landing Operations documented in Transport Airplane Directorate ELOS Memo AT2587NY-T-S-5.
  (10) FAR 25.841 (a) and (b)(6) – High Elevation Airport Operations documented in Transport Airplane Directorate ELOS Memo TD6802NY-T-S-1.
  (11) FAR 25.1441(c) – Oxygen Quantity Indication of Passenger Lavatory Oxygen Dispensing Units documented in Transport Airplane Directorate ELOS Memo AT07660NY-T-S-1.
  (12) FAR 25.1443(c) – Minimum Mass Flow of Supplemental Oxygen – Passenger Lavatory Oxygen Dispensing Units documented in Transport Airplane Directorate ELOS Memo AT07660NY-T-S-2.
  (13) FAR 25.807 and 25.813 – Passenger Seating Configuration with Additional 2 Passengers Aft of Overwing Exits, documented in Transport Airplane Directorate ELOS Memo AT08045NY-T-C-1 (See Note 13).

(f) CL-600-2D15/CL-600-2D24
  (1) FAR 25.103 and others Reduced Minimum Operating Speed Factors documented in Transport Airplane Directorate ELOS Memo AT2587NY-T-F-1 dated July 9, 2010.
  (2) FAR 25.811(d)(2) Main Door Exit Marking Sign documented in Transport Airplane Directorate ELOS Memo AT2587NY-T-SE-1 dated March 25, 2010.
  (3) FAR 25.813(c)(2)(i) Emergency Exit Access documented in Transport Airplane Directorate ELOS Memo AT07658NY-T-C-2 dated April 3, 2014.
  (4) FAR 25.904 Performance Credit for Use of APR During Reduced Thrust Takeoff documented in Transport Airplane Directorate ELOS Memo AT2587NY-T-P-1 dated

July 6, 2010.

(5) FAR 25.933(a)(1)(ii) Thrust Reverser System documented in Transport Airplane Directorate ELOS Memo AT2587NY-T-P-2 dated July 6, 2010.

(6) FAR 25 App. I 25.5(b)(4) Lack of On/Off Switch for Automatic Takeoff Thrust Control System (ATTCS) documented in Transport Airplane Directorate ELOS Memo AT2587NY- T-P-5 dated July 6, 2010

(7) FAR 25.841(b)(6) – High Altitude Takeoff and Landing Operations documented in Transport Airplane Directorate ELOS Memo AT2587NY-T dated January 31, 2007.

(8) FAR 25.841 (a) and (b)(6) – High Elevation Airport Operations documented in Transport Airplane Directorate ELOS Memo TD6802NY-T-S-1 dated July 31, 2013.

(9) FAR 25.1441(c) – Oxygen Quantity Indication of Passenger Lavatory Oxygen Dispensing Units documented in Transport Airplane Directorate ELOS Memo AT07660NY-T-S-1 dated February 10, 2014.

(10) FAR 25.1443(c) – Minimum Mass Flow of Supplemental Oxygen - Passenger Lavatory Oxygen Dispensing Units documented in Transport Airplane Directorate ELOS Memo AT07660NY-T-S-2 dated March 6, 2014.

(11) 14 CFR 25.811(g) and 25.812(b)(1) – Symbolic Exit Signs documented in Transport Standards Branch ELOS Memo AT08649NY-T-CS-1 dated July 5, 2018. (Applicable to CL-600-2D24 only).

(g) CL-600-2E25

(1) FAR 25.107(e)(1) Take-off Speeds documented in Transport Airplane Directorate ELOS Memo AT5627NY-T-F-2 dated December 24, 2009.

(2) FAR 25.811(d)(1)&(2) Emergency Exit Marking Sign and Locator documented in Transport Airplane Directorate ELOS Memo AT5627NY-T-C-4-1 dated September 18, 2009.

(3) FAR 25.813(c)(2) Type III Emergency Exit Access documented in Transport Airplane Directorate ELOS Memo AT5627NY-T-C-4-2 dated September 18, 2009.

(4) FAR 25.841(b)(6) – Cabin Pressurization – High Altitude Airfield Operations documented in Transport Airplane Directorate ELOS Memo AT5627NY-T-S-4 dated December 16, 2010.

(5) FAR 25.933(a) Thrust Reverser System documented in Transport Airplane Directorate ELOS Memo AT5627NY-T-P-1 dated November 03, 2010.

(6) FAR 25.5(b)(4) App. I Lack of On/Off Switch for Automatic Takeoff Thrust Control System (ATTCS) documented in Transport Airplane Directorate ELOS Memo AT2587NY- T-P-5 dated July 6, 2010.

(7) FAR 25.904 App. I Performance credit for use of APR documented in Transport Airplane Directorate ELOS Memo AT2587NY-T-P-1 dated July 6, 2010

(8) FAR 25.1441(c) – Oxygen Quantity Indication of Passenger Lavatory Oxygen Dispensing Units documented in Transport Airplane Directorate ELOS Memo AT07660NY-T-S-1 dated February 10, 2014.

(9) FAR 25.1443(c) – Minimum Mass Flow of Supplemental Oxygen - Passenger Lavatory Oxygen Dispensing Units documented in Transport Airplane Directorate ELOS Memo AT07660NY-T-S-2 dated March 6, 2014.

Compliance with the following optional requirements has been established for the CL- 600-2B16 (604 Variant):

(1) Ditching provisions of FAR 2.801

(2) Ice Protection of FAR 25.1419

Compliance with the following optional requirements has been established for the CL- 600-2B19, CL-600-2C10, CL-600-2C11, CL-600-2D15/CL-600-2D24 and CL-600-2E25:

(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.

Part 26 – Continued Airworthiness and Safety Improvements for Transport

Model CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A & 3R Variants)

Based on § 21.101(g) for changes to TCs, applicable provisions of Part 26 are included in the certification basis. For any future Part 26 amendments, the holder of this TC must demonstrate

Category Airplanes

compliance with the applicable sections.

Exemption 9947
This exemption grants relief to Bombardier Model CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A & 3R Variants) from having to meet the airworthiness requirements of §§ 26.11, 26.33, 26.35, 26.43, 26.45, and 26.49.
See NOTE (10)

Model CL-600-2B16 (604 Variant)
Based on § 21.101(g) for changes to TCs, applicable provisions of Part 26 are included in the certification basis. For any future Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

Exemption 9947
This exemption grants relief to Bombardier Model CL-600-2B16 (604 Variant) from having to meet the airworthiness requirements of §§ 26.11, 26.33, 26.35, 26.43, 26.45, and 26.49.
See NOTE (10)

Model CL-600-2B19
Based on § 21.101(g) for changes to TCs, applicable provisions of Part 26 are included in the certification basis. For any future Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.
Compliance has been found for the following regulations 14 CFR § 26.11, 26.33, 26.43, 26.45 and 26.49. (Amdt.No.26-0, through 26-1)

Model CL-600-2C10/CL-600-2C11
Based on § 21.101(g) for changes to TCs, applicable provisions of Part 26 are included in the certification basis. For any future Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

Compliance has been found for the following regulations 14 CFR § 26.11, 26.33, 26.43, 26.45 and 26.49. (Amdt.No.26-0, through 26-1)

Model CL-600-2D15/CL-600-2D24
Based on § 21.101(g) for changes to TCs, applicable provisions of Part 26 are included in the certification basis. For any future Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

Compliance has been found for the following regulations 14 CFR § 26.11, 26.21, 26.33, 26.43, 26.45 and 26.49. (Amdt.No.26-0, through 26-1).

Model CL-600-2E25
Based on § 21.101(g) for changes to TCs, applicable provisions of Part 26 are included in the certification basis. For any future Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

Compliance has been found for the following regulations 14 CFR § 26.11, 26.21, 26.33, 26.43, 26.45. (Amdt.No.26-0, through 26-3)

Additional Design Requirements and Conditions

The following design details or information must be maintained to ensure that an unsafe design condition is not present:

The engines of the CL-600-2C10, CL-600-2C11, CL-600-2D15, CL-600-2D24, and CL-600-2E25 are able to be restored to a sufficient power/thrust level following an all engines out case, in order to enable the aircraft to achieve level flight without excessive loss of altitude.

NOTE 1

This Aircraft Type Certificate Data Sheet defines a configuration which does not include passenger provision for the CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A, 3R & 604 Variants) 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 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A, 3R & 604 Variants)

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 (600), 2A12 (601)	16.0 gal. total, 109 lb., (arm +500.00)
CL-600-2B16 (601-3A & 3R Variants)	17.5 gal. total, 119 lb., (arm +524.80)
CL-600-2B16 (604 Variant)	19.0 gal. total, 129 lb., (arm +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. (arm +494.3).

Model CL-600-2C10/CL-600-2C11

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 33.8 U.S. Gal., 228.2 lb. (arm+929.3 in).

Model CL-600-2E25

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 37.5 U.S. Gal., 252.8 lb. (arm +997.6 in).

(c) Model CL-600-1A11 (600)

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., (arm +623)

Model CL-600-2A12 (601) and CL-600-2B16 (601-3A, 3R and 604 Variant)

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., (arm +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., (arm +785.67)

Model CL-600-2C10/CL-600-2C11

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)

Model CL-600-2E25
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,
5.2 U.S. Gal., 42.4 lb. (arm +1345.6 in)

With option CR670-79-201 – Engine Oil – Remote Replenishment System,
6.8 U.S. Gal., 55.4 lb. (arm +1356.8 in)

(d) Model CL-600-1A11 (600)
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.

(e) Model CL-600-1A11 (600)
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
1) 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 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)
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

(f) Model CL-600-1A11 (600)

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.

(g) Model CL-600-1A11 (600)

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 or 600-0486

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.

(h) Model CL-600-1A11 (600)

Aircraft incorporating the following Canadair Service Bulletins

a) 600-0350 Modification - Engine Speed Indicating- N1 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

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 or 600-0486

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	-
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.

(i) Model CL-600-1A11 (600)

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)

Vmo and Mmo (maximum operating)	m.p.h	Knots	Mach
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.

(j) Model CL-600-2A12 (601)

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 (600)
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 (601)
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 (601-3A, 3R and 604 Variants)
All placards must be installed in accordance with Canadair Limited Drawings: 601-40402, 601-40452, 601A51000, 601A51002, 601A51004.(601-3A & 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/CL-600-2C11
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).

Model CL-600-2E25
All placards must be installed in accordance with the Bombardier Aerospace Drawings: BA670-47850, BA670-47869, BA690-47504, BA690-47518, BA690-47525, BA690-47526, BA690-47528, BA690-47529, BA690-47530, BA698-47203, BA698-47502, BA698-47519, BA698-47800, BA698-47805 and CC698-47251. Self-illuminated Signs and Electrical Signs must be installed in accordance with BA690-47805 and BA698-47801.
Drawings noted above are for basic type certification only. For as- delivered aircraft configurations, refer to RAL-BA698-19XXX for S/N 19001 and subsequent. (19XXX denotes the serial number for the aircraft concerned).

NOTE 3

Model CL-600-1A11 (600)
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 (601)
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 (601-3A, 3R and 604 Variants)

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

1. 601 3A and 3R Variants: Canadair Time Limits/Maintenance Checks, PSP 601A-5;
2. 604 Variant (s/n 5301 to 5699): Time Limits/Maintenance Checks, Identification No. CH 604 TLMC, Section 5-10;
3. 604 Variant (s/n 5701 to 5990): Time Limits/Maintenance Checks, Identification No. CH 605 TLMC, Section 5-10.
4. 604 Variant (s/n 6050 and subsequent): Time Limits/Maintenance Checks, Identification No. CH 650 TLMC, Section 5-10.

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

1. 601 3A and 3R Variants: Aircraft Maintenance Manual PSP 601-2 Identification No. CH 601MM;
2. 604 Variant (s/n 5301 to 5699): Aircraft Maintenance Manual Identification No. CH 604 MM;
3. 604 Variant (s/n 5701 to 5990): Aircraft Maintenance Manual Identification No. CH 605 MM;
4. 604 Variant (s/n 6050 and subsequent): Aircraft Maintenance Manual Identification No. CH 650MM;

and/or Job Inspection Card Manuals PSP601A-22 (601-3A Variant) and/or PSP 601R-22 (601-3R Variant), PSP604-22 (604 Variant), 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/CL-600-2C11

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.

Model CL-600-2E25

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 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 (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 CRJ200 is a marketing designation for the CL-600-2B19 (Regional Jet Series 100) aircraft with the General Electric CF-34-3B1 engines installed. All Airworthiness Directives issued against any CL-600-2B19 aircraft are similarly applicable to the CRJ200.

Special Edition (SE) and Challenger 850 are marketing designations used for a CL-600-2B19 delivered in a green configuration (See NOTES 4 & 5) and subsequently finished with an approved interior via Supplemental Type Certificates.

NOTE 9

The Challenger 605 is a marketing designation for the Challenger CL-600-2B16 (604 Variant) with Modsums 604DX10000, 604DX20000 and 604DX30000 incorporated, beginning with aircraft s/n 5701 to s/n 5990. This designation is for marketing purposes only.

NOTE 10

This exemption does not grant relief from the related operational requirements contained in §§ 121.1109, 121.1111, 121.1117, 125.509, 129.109, 129.111 or 129.117. Should a person choose to operate a Bombardier Model CL-600-1A11 (600), CL-600-2A12 (601), CL-600-2B16 (601-3A Variant), CL-600-2B16 (601-3R Variant) or CL-600-2B16 (604 Variant) airplane under part 121, 125, or part 129 beyond the operational compliance deadlines as stated in §§ 121.1109, 121.1111, 121.1117, 125.509, 129.109, 129.111 or 129.117, that person will be required to comply with those operational requirements.

NOTE 11

Exemption No. 10175 for Structural Lightning Protection Features, expires on December 17, 2012. After the expiration of the Exemption, Model CL-600-2E25 aircraft serial number is not eligible for an FAA Certificate of Airworthiness unless it is shown to comply with FAR 25.981(a)(3), Amendment 102.

NOTE 12

Model CL-600-2E25 aircraft Serial Number (S/N) 19001 to 19012 have not been shown to comply with 14 CFR Part 25.856(b) at time of delivery.

Serial Numbers 19001 through 19012 are not eligible for a US Certificate of Airworthiness unless modified to comply with 14 CFR Part 25.856(b).

NOTE 13

For Model CL-600-2C10 – Series 702 aircraft fitted with an approved interior including the Equivalent Safety Finding against FAR 25.801 and 25.813, the maximum passenger capacity is limited to 71 passengers with a maximum of 28 passenger seats aft of the Type III overwing exit.

For Model CL-600-2C10 – Series 700 and Series 701 aircraft fitted with an approved interior including the Equivalent Safety Finding against FAR 25.801 and 25.813, the maximum passenger capacity remains the same (68 and 70 passengers respectively) with a maximum of 28 passenger seats aft of the Type III overwing exit.

NOTE 14

The Challenger 650 is a marketing designation for the Challenger CL-600-2B16 (604 Variant) beginning with aircraft s/n 6050 and subsequent. This designation is for marketing purposes only.

NOTE 15

For Model CL-600-2C10 – CRJ Series 700, 701, & 702 aircraft; Model CL-600-2C11 – CRJ Series 550 aircraft; Model CL-600-2D15 – CRJ Series 705 aircraft; and Model CL-600-2D24 – CRJ Series 900 aircraft, which received an original Certificate of Airworthiness on or after 23 August, 2018 and which have had Bombardier Modification Summary (ModSum) number 670T72560 (Introduction of Flame Arrestors) installed in production comply with 14 CFR Part 25.975(a)(7) at amendment 143.

NOTE 16

The CRJ550 is a marketing designation for the CL-600-2C11 (Regional Jet Series 550) aircraft. All Airworthiness Directives issued against any CL-600-2C10 (Regional Jet Series 700, 701, & 702) aircraft are similarly applicable to the CL-600-2C11 (Regional Jet Series 550) aircraft.

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