CIVIL AVIATION AUTHORITY
UNITED KINGDOM

BA15
Issue 9
SEPTEMBER 2000
British Aerospace Regional Aircraft
JETSTREAM SERIES 3100
JETSTREAM SERIES 3200

TYPE CERTIFICATE DATA SHEET No. BA15

This data sheet which is part of CAA Type Certificate No. BA15 prescribes conditions and limitations under which the product, for which the type certificate was issued, meets the airworthiness requirements of the Civil Aviation Authority.

TYPE CERTIFICATE HOLDER: BAE Systems (Operations) Ltd
Prestwick International Airport
Ayrshire
Scotland
KA9 2RW

MANUFACTURER: As above

AIRCRAFT TYPE/ MODEL NUMBER(S):

Approved Variants: Series 3100 with the Variants as defined by the Modifications and approved by the Authorities indicated as follows:-

Model 3102, Modification 73102, CAA (UK) on 22nd June 1982, also approved by SLV (Denmark)* on 7 August 1991, approved by CAI (Czech Republic) on 3rd February 1995, approved by GICA (Poland) on 25th October 1995, approved by CAA (Norway) on 3rd November 1996 and approved by CAA (New Zealand) on 19th December 1996.

* SLVC (Denmark) have approved all variants of the Jetstream 3100.

Model 3101, Modification 73101, FAA (USA) on 30 November 1982, also approved by CASA (Australia) on 6th December 1994 and approved by CAA (New Zealand) on 19th December 1996.

Model 3103, Modification 73103, LBA (Federal Republic of Germany) on 22 July, 1983.

Model 3107,	Modification 73107, D of A (Australia) on 10 February 1984.
Model 3108,	Modification 73108, RLD (Netherlands) on 13 March 1985.
Model 3109,	Modification 73109, RAI (Italy) on 26 May 1987.
Model 3110,	Modification 73110, LFV (Sweden) on 19 December 1984.
Model 3112,	Modification 73112, TCAG (Canada) on 24 April 1987 and also approved by CAA (Norway) on 3rd November 1996.
Model 3116,	Modification 73116, FOCA (Switzerland) on 14 December 1987.

Series 3200 with the variants as defined by the Modifications and approved by the Authorities indicated as follows

Model 3202,	Modification 83202, CAA (UK) on 6 September 1988 also approved by DAC (Zaire) on 8 December 1989 and KCAB (South Korea) on 10 January 1992 and DoA (Thailand) on 23 June 1992.
Model 3201,	Modification 83201, FAA (USA) on 30 September 1988 also approved by CAA (Finland) on 1 March 1993, also approved by CASA (Australia) on 1st July 1993 and approved by CAA (Sweden) on 18th June 1996.
Model 3206,	Modification 83206, DGAC (France) on 15 March 1993.
Model 3207,	Modification 83207, ACAA (Australia) on 19 January 1990.
Model 3212,	Modification 83212, TCAG (Canada) on 10 February 1989.
Model 3216,	Modification 83216, FOCA (Switzerland) on 18 April 1990.
Model 3217,	Modification 83217, JCAB (Japan) on 19 April 1991.

DESIGN DEFINITION:

Jetstream Series 3100	The U.K. Type Certificated Standard is defined in British Aerospace Document No. JS-3100/TBS.3102/1.
Jetstream Series 3200	The U.K. Type Certificated Standard is defined in British Aerospace Document No. JS/3200/TBS.3202/1.

CERTIFICATION BASIS:

The following requirements were the basis of certification of the type design:

JETSTREAM SERIES 3100

CAA requirements for British Certification (Model 3102):

BCAR Section D, Issue 8, dated 1 February 1966 with the exception of Sub-Section D2 which is to Issue 13 dated 1 October 1976.

ARB Blue Paper 407 dated 18 October 1963

ARB Blue Paper 422 dated 8 November 1965

ARB Blue Paper 438 dated 11 October 1967

ARB Blue Paper 441 dated 11 October 1967

ARB Blue Paper 445 dated 27 October 1970

ARB Draft Blue Paper 455 dated 27 May 1968

CAA Blue Paper 513 dated 19 January 1976

CAA Blue Paper 575 dated 19 September 1979

CAA Blue Paper 637 dated 27 May 1978

CAA Blue Paper 698 dated 10 March 1978

CAA Blue Paper 699 dated 21 October 1977

CAA Blue Paper 700 dated 10 March 1978

CAA Blue Paper 701 dated 24 March 1978

CAA Blue Paper 709 dated 16 March 1979

CAA Blue Paper 713 dated 16 March 1979

CAA Blue Paper 723 dated 22 May 1981

CAA Blue Paper 737 dated 9 May 1980

BCAR Section J, Issue 3, dated 15 September 1966

BCAR Section R, Issue 4, dated 10 April 1974

BCAR Section N, Issue 2, dated 10 November 1978,
Chap. N3-2, Para 2.

CAA Special Conditions Ref. 9/30/AHR1302 dated 30 May 1984 are applicable when an Automatic Performance Reserve System is embodied.

FAA requirements for USA Certification (Model 3101):

FAR 21.29 and FAR 23, effective February 1, 1965 including Amendments 23-1 through 23-3.

Special Conditions notified by the US Government to the Government of the United Kingdom in FAA letter of October 30, 1967.

Special Federal Aviation Regulation No.41, effective October 17, 1979 including Amendments 41-A and 41-C.

Federal Aviation Administration Exemption No. 3548, Issued on June 10, 1982.

Special Federal Aviation Regulation No. 27, effective February 1, 1974, including Amendments 27-1 through 27-4 (Fuel Venting).

- The approved AIResearch TPE 331 engines comply with the fuel venting emission requirements of SFAR 27 with the installation of Garrett Fuel Manifold Purge System Kit No. 3101458-1.

FAR 36, effective December 1, 1969, including Amendments 36-1 through 36-12.

Compliance was demonstrated with the following FAR 25 requirements in effect on 8 May 1970, in lieu of the FAR 23 ground load and landing gear requirements.

FAR Sections 25.471, 25.473, 25.477, 25.479, 25.481, 25.483, 25.485, 25.487, 25.489, 25.491, 25.493, 25.495, 25.499, 25.503, 25.507, 25.509, 25.511, 25.573, 25.723, 25.725, 25.727, 25.729 (in effect on 7 May 1970), 25.731, 25.733 and 25.735.

Compliance has been demonstrated with the requirements of 14 CFR Section 25.1419 : Ice Protection.

Compliance has been demonstrated with the requirements of FAR Sections 23.253, 23.335(b)(4) 23.1505(c) and 23.1545(d), as amended by Amendment 23-7.

Compliance has been demonstrated with the requirements of Special Federal Aviation Regulation SFAR-41C, Section 4(C), when the appropriate Supplements are incorporated into the Flight Manual Document No. HP.4.10 (see Note 6 of FAA TCDS A21EU).

Compliance has been demonstrated with FAA Special Condition Reference 23/ACE/9 effective 1 February 1985, when BAe MOD KIT 3299: Automatic Performance Reserve (with BAe MOD No. 7376), or BAe MOD KIT 3359/1: Automatic Performance Reserve (with BAe MODS No. 7376 and 7472) have been embodied and when Supplement No.4 is incorporated into the CAA-UK approved Flight Manual Doc. No. HP.4.10.

Certification basis for the water-methanol systems BAe MOD KIT 3147/2 and BAe MOD KIT 3358 is as follows (see Note 8 of FAA TCDS A21EU). 23.901(a) and (d); 23.903(a)(1) and (c); 23.1041; 23.1141(a); 23.1143(a), (b), (c), (d), and (e); 23.1182; 23.1183(a); 23.1189(a)(1), (a)(4), (a)(5), (a)(6) and (c); 23.1301; 23.1309(a) and (b) effective March 26, 1984 and 25.945 effective May 2, 1977;
FAR Part 135 Appendix A Sections 4(e) and (g); 5; 6(b) and (c); 18; 19(b); 20(a), (b), (d), (e) and (f); 35(a), (c), (d) and (h); 38(a)(1) and (a)(3); 46, 59, 60; 63(b) and 64; SFAR 41C Section 5(b).

LBA requirements for German Certification (Model 3103)

The CAA requirements for British Certification, as stated above.

Special Conditions as specified in LBA letter Ref. No. 1211-234.0/2526/83(i) dated 12 July 1983 which upgrades BCAR (CAA requirements above) to the standard of FAR Part 25, Amendments 25-1 through 25-37, where applicable.

D of A requirements for Australian Certification (Model 3107):

Air Navigation Orders (Australia) Section 101.5 up to and including Amendment No. 65,
Special Conditions as specified in DQA letter Ref. No. 131.920.1, dated 24 June 1983, requiring:-

Emergency distance scheduling shall give results closely comparable with the requirements specified for aircraft certificated to ANO Section 101.6 Issue 3 Amendment No. 62, and the Flight Manual shall present quantities in the units specified in ANO Part 101 Amendment No. 69 (reference ANO Section 101 6.6.234(3) and (4)).

RLD requirements for Netherlands Certification (Model 3108):

i. FAR Part 23 inclusive Amendment 21.

ii. Technical Requirements for small airplanes (Deel III van Bijlage 5)

iii. SFAR 41C. In lieu of the referenced FAR Part 25 Paragraphs in SFAR 41C (effective September 13, 1982) the following JAR 25 paragraphs apply:

- JAR 25.121(D)	Discontinued approach
- JAR 25.1533(A)(2)	Additional Limitations Maximum Landing Weights
- JAR 25.105(D)	Take-off Data
- JAR 25.111	Take-off Path
- JAR 25.113(A)	Take-off Distance and Take-off Run
- JAR 25.115	Net Take-off Flight Path
- JAR 25.335(D)	Design Speed for Max Gust Intensity
- JAR 25.341(A)(1)	Gust Loads
- JAR 25.351(B)	Yawing Conditions, Lateral Gusts
- JAR 25.831(D)	Ventilation
- JAR 25.903(C)	Control of Engine Rotation
- JAR 25.903(E)	Restart Capability
- JAR 25.1521(E)	Powerplant Limitations, Ambient Temperature
- JAR 25.807(A)(B)&(C)	Emergency Exits

Additional Compliance must be shown with:

1.	JAR 25.427(3)	Unsymmetrical Loads
2.	JAR 25.783	Doors
3.	JAR 25.851	Fire Extinguishers
4.	JAR 25.853	Compartment Interiors
5.	JAR 25.1309	Equipment, Systems and Installations

IV. ICAO Annex 16, Chapter 5 Noise Certification

V. Operational Requirements

Certification Basis FDR JAR 25.1459
Certification Basis CVR JAR 25.1457

NOTE: JAR 25 at Change 5 in each case.

In addition, the following BAe modifications are required.

Nos 7443 : Elevator horn de-icing
7467 : Split AC Busbars
7474 : Low Fuel quantity indication

RAI requirements for Italian Certification (Model 3109):

FAR 23 effective February, 1965 including Amendments 23-1 through 23-21;

SFAR 41 effective October 17, 1979 including Amendments 41C, Appendix A of FAR 135 and the requirements specified in Section 4(c) for compliance with Annex 8 of ICAO effective 13 September 1982;

FAA exemption n. 3548 issued on June 10 1982 Section 5(e), paragraphs (g) (i) and (j) of SFAR 41C;

FAA Special Condition n. 23-ACE-9 effective 1st February 1985 for turbo-propeller engine incorporating Automatic Power Reserve Systems (APR);

ICAO Annex 16 Pt 1 Chapter 5 for noise requirements;

Following FAR 25 requirements in effect 8 May 1970 in lieu of the FAR 23 ground load and landing gear requirements:

25.471, 25.473, 25.477, 25.479, 25.481, 25.483,
25.487, 25.489, 25.491, 25.493, 25.495, 25.499,
25.503, 25.507, 25.509, 25.511, 25.573, 25.723,
25.725, 25.727, 25.729, 25.731, 25.733, 25.735;

FAR 25.1419 for Ice Protection requirements.

In addition the following BAe modifications are required:
KIT 3302 : Flight deck curtain
KIT 3431 : Circuit breaker protective cover

LFV requirements for Swedish Certification (Model 3110):

The CAA requirements as stated above.

TCAG requirements for Canadian Certification (Model 3112):

FAR 23, effective February 1, 1965 including Amendments 23-1 through 23-21.

Special Federal Aviation Regulation No. 41C, effective 17 October 1979, including: Section 4(c) (ICAO Annex 8 requirements) excluding: Sections 5(e) paras g, i, j for which are substituted FAR Sections 25.803(a)-(c); 25.807(a)-(c); 25.809(a)-(e)&(g); 25.811(a)-(g), 25.812(a)-(e), (h)&(i); 25.813(a), (c)&(e); 25.815; 25.853(a)&(b); 25.855(a), in effect on June 10, 1982. (as per FAA exemption No. 3548, issued June 10, 1982).

Compliance was demonstrated with the following FAR 25 requirements in effect on 8 May 1970, in lieu of the FAR 23 ground load and landing gear requirements: FAR Sections 25.471, 25.473, 25.477, 25.479, 25.481, 25.483, 25.485, 25.487, 25.489, 25.491, 25.493, 25.495, 25.499, 25.503, 25.507, 25.509, 25.511, 25.573, 25.723, 25.725, 25.727, 25.729 (in effect on 7 May 1970), 25.731, 25.733 and 25.735.

Compliance has been demonstrated with the requirements of FAR 25.1419: Ice Protection.

Compliance has been demonstrated with the FAA Special Conditions as notified by the U.S. Government to the Government of the United Kingdom by FAA letter of October 30, 1967.

Compliance has been demonstrated with FAA Special Condition Reference 23/ACE/9 effective 1 February 1985, when: either BAe MOD KIT 3299/2, Automatic Performance Reserve (with BAe MOD No. 7376) or BAe MOD KIT 3359/1, Automatic Performance Reserve (with BAe MODS No. 7376 and 7472) have been embodied; and Supplement No.1 is incorporated into the approved Flight Manual Document HP.4.14.

Certification basis for the water-methanol systems BAe MOD KIT 3147/4 and BAe MOD KIT 3358/3 is as follows (see NOTE 5):

FAR Sections 23.901 (a) and (d); 23.903 (a)(1) and (c); 23.1041; 23.1141(a); 23.1143(a), (b), (c), (d) and (e); 23.1182; 23.1183(a); 23.1189(a)(1), (a)(4), (a)(5), (a)(6), and (c); 23.1301; 23.1309(a) and (b) effective March 26, 1984 and 25.945 effective May 2, 1977.

Additional Airworthiness Requirements

The following AARs are applicable.

(a)	Ch. 523, para 523, 1581(e): (April 30, 1985)	Metric units
(b)	Ch. 523, para 523, 1581(f): (April 30, 1985)	Reference to operating rules.
(c)	E & I Manual, para 1.13.2(a): at amendment 26 of January 1, 1981	Runway factors for propeller aeroplanes.
(d)	Ch. 525, para 525.1301-1: (November 14, 1985)	Operation after ground cold soak
(e)	Minimum Flight Crew.	Pilot and co-pilot
(f)	FAR 25 section 25.853 at amendment 23-32	Materials for compartment interiors.
(g)	Ch. 523 para 523.1557	Markings and Placards.
(h)	Shoulder Harness installation at flight crew member stations.	

In addition the following BAe modifications are required:
7246 : Split DC busbars
7467 : Split AC busbars
KIT 3419 : Additional Canadian requirements

FOCA requirements for Swiss Certification (Model 3116):

The CAA requirements as stated above.

JETSTREAM SERIES 3200

CAA requirements for British Certification (Model 3202):

As for Jetstream Series 3100, except:
(i) - the Ground Load and Landing Gear requirements of BCAR D3-5 and D4-5 are replaced by the equivalent requirements of JAR 25 as amended up to and including Change 11, and
(ii) - BCAR Section N, Issue 2, dated 10 November 1978, Chapter N3-2, Para 2 is replaced by:
BCAR Section N, Issue 4, dated 1 January 1988, Chapter N3-4.

FAA requirements for USA Certification (Model 3201):

- FAR 21.29;
- FAR Part 23, effective February 1, 1965 including Amendments 23-1 through 23-34;
- Special Conditions No 23-ACE-36 issued on April 12, 1988 for Automatic Power Reserve (APR) Systems and

Alcohol-Water Injection (AWI) Systems;

- Federal Aviation Administration Exemption No 4908 issued on May 20, 1988 to allow certification with one larger overwing exit on the side opposite the main entrance door in lieu of the two smaller exits required by Section 23.807(d)(1)(ii).
- Federal Aviation Administration Exemption No 4927 issued on August 24, 1988 to allow compliance to be shown with the Ground Load and Landing Gear requirements of FAR Part 25 in effect on June 1, 1987 in lieu of the corresponding requirements of FAR Part 23;
- Special Federal Aviation Regulation No 27-5, effective March 28, 1986. The approved Garrett TPE 331 engines comply with the fuel venting emission requirements of SFAR 27 with the installation of Garrett Fuel Manifold Purge System Kit No. 3101458-1.
- FAR Part 36, effective December 1, 1969 including Amendments 36-1 through 36-13.

DGAC requirements for French Certification (Model 3206):

- The FAA requirements for US Certification, as stated above.
- Noise requirements of ICAO Annex 16 in lieu of FAR 36.

ACAA requirements for Australian Certification (Model 3207):

- Civil Aviation Order Section 101.5 Issue 2 up to and including Amendment No. 80 and Special Conditions SC/AUST/J3200/1 through /5 detailed in Attachment 1 of ACAA letter ref. F89/19 dated 10 July 1989.

TCAG requirements for Canadian Certification (Model 3212):

(1) Airworthiness Manual (AWM) Chapter 523 - Airworthiness Standards: Utility , Aerobatic and Commuter Category Aeroplanes, Change (523-1), January 1, 1988;

(2) Additional Canadian Requirements (Airworthiness Manual Chapter 523) - Commuter Category (Annex A Transport Canada letter ref no. 5010-A502 (AARDE), November 25, 1988);

(3) Airworthiness Manual (AWM) Chapter 516 - Airworthiness Standards; Noise, Change 1 (516-1) August 10, 1987;

(4) Special Conditions (Airworthiness)
- (i) - SCA 88-4 : Automatic Power Reserve System., July 18, 1988;
- (ii) - SCA 88-5 : Alcohol Water Injection System, July 18, 1988;

(5) Exemptions (Airworthiness)
- (i) - Exemption 89-3 : to allow compliance to be shown with the Ground Load and Landing Gear requirements of AWM Chapter 525 in effect on June 1, 1987 in lieu of the corresponding requirements of AWM Chapter 523, Change 1 (523-1) January 1, 1988;
- (ii) - Exemption 89-4: To allow type approval with one larger overwing exit on the side opposite the main entrance door in lieu of the two smaller exits required by AWM 523.807(1)(ii);

In addition the following BAe modifications are required:

8039: Increased wing skin thickness aft of propellers.
KIT 3480: Additional Canadian requirements.

FOCA requirements for Swiss Certification (Model 3216):

The CAA requirements as stated above.

JCAB requirements for Japanese Certification (Model 3217)

- US FAR Part 23, effective 1 February 1965 including Amendments 23-1 through 23-34.
- FAA Special Conditions No. 23-ACE-36 issued on 12 April 1988 for Automatic Power Reserve (APR) and Alcoholic-Water Injection (AWI) Systems.
- FAA Exemption 4908 issued on 20 May 1988, to allow certification with one large overwing exit on the side opposite the main entrance door in lieu of two smaller exits required by FAR 23.807(d)(1)(ii).
- FAA Exemption 4927 issued on 24 August 1988, to allow compliance with the Ground Load and Landing Gear requirements of FAR Part 25 in effect on 1 June 1987 in lieu of the corresponding requirements of FAR Part 23.

PERFORMANCE GROUP

UK :Group A.

FLIGHT MANUAL

The limitations, recommended procedures and information required are contained in the Flight Manual, the Document reference and date of approval by the national authority being:

Doc No. HP.4.11 by CAA 22 June 1982 for UK (Model 3102): also used in
- Denmark, Poland, New Zealand, Czech Republic and Norway for Model 3102;
- Germany for Model 3103;
- the Netherlands for Model 3108;
- Italy for Model 3109;
- Sweden for Model 3110;
- Switzerland for Model 3116;

Doc No. HP.4.10 by FAA, 30 November 1982 for USA (Model 3101); also used in
- New Zealand and Australia for Model 3101

Doc No. HP.4.13 by D of A, 10 February 1984 for Australia (Model 3107);

Doc No. HP.4.14 by TCAG, 24 April 1987 for Canada (Model 3112); also used in
- Norway for Model 3112

Doc No. HP.4.17 by CAA, 25 August 1989 for UK (Model 3202); also used in
- Zaire, South Korea and Thailand for Model 3202;

Doc No. HP.4.16 by FAA, 30 September 1988 for USA (Model 3201); also used in
- Finland, Australia and Sweden for Model 3201;
- France for Model 3206;

Doc No. HP.4.18 by TCAG, on 10 February 1989, for Canada (Model 3212)

Doc No. HP.4.19 by ACAA, on 19 January 1990, for Australia (Model 3207).

Doc No. HP.4.20 by JCAB, on 19 April 1991, for Japan (Model 3217)

ENGINES

NOTE: All engines listed in this section are certified as complying with the fuel venting requirements of the Air Navigation Aircraft and Aircraft Engines Emissions) Order 1986, SI 1986/599.

JETSTREAM SERIES 3100:

	TPE 331-10U-501H	
or	TPE 331-10UF-501H	(Modification 7192)
or	TPE 331-10UF-511H	(Modification 7300)
or	TPE 331-10UF-512H	(Modification 7356)
or	TPE 331-10UF-513H	(Modification 7357)
or	TPE 331-10UR-513H	(Modification 7379)
or	TPE 331-10UG-513H	(Modification 7432)
or	TPE 331-10UGR-513H	(Modification 7434)
or	TPE 331-10UG-514H	(Modification 7548)
or	TPE 331-10UGR-514H	(Modification 7547)

NOTE: Both engines must have the same model and part number, except
-10UG-513H and -10UG-514H may be interchanged, and
-10UGR-513H and -10UGR-514H may be interchanged.

JETSTREAM SERIES 3200:

Two Allied-Signal Aerospace Company, Garrett Engine Division engines, each fitted with either Dowty Rotol or McCauley propellers as listed:

Engines fitted with Dowty Rotol Propellers:

	TPE 331-12UA-701H (Modification 8001)
or	TPE 331-12UAR-701H (Mod 8020, 8112, 8127)
or	TPE 331-12UAR-703H (Mod 8132)
or	TPE 331-12UAR-705H (Mod 8161)
or	TPE 331-12UAR-707H (Mod 8163)
or	TPE 331-12UHR-701H (Mod 8205A or B)
or	TPE 331-12UHR-703H (Mod 8205A or B)

Engines fitted with McCauley Propellers:

	TPE 331-12UAR-702H (Mod 8135)
or	TPE 331-12UAR-704H (Mod 8138)
or	TPE 331-12UAR-706H (Mod 8162)
or	TPE 331-12UAR-708H (Mod 8164)
or	TPE 331-12UHR-702H (Mod 8205A or B)
or	TPE 331-12UHR-704H (Mod 8205A or B)

NOTE: Both engines must have the same model number.

PROPELLERS

JETSTREAM SERIES 3100:

2 Dowty Rotol Type (c)R.333/4-82-F/12 (4 blades)

JETSTREAM SERIES 3200:

2 Dowty Rotol Type (c)R.333/4-82-F/12 (4 blades)
or
2 McCauley Type 4HFR34C653/L106FA (4 blades)(Mod 8133).

MAXIMUM WEIGHTS:

JETSTREAM SERIES 3100

	Basic	**Post Mod 7303 or 7380 (3101 only)**	**Post Mod 7456**	**Post Mod 7510 (not for 3101)**	**Post Mod 7713 (3101 only)**	**Post Mod 7832 (not for 3101)**
Taxying	6650 kg	6950 kg	6950 kg	7000 kg	6950 kg	7109 kg
	(14660 lb)	(15322 lb)	(15322 lb)	(15432 lb)	(15322 lb)	(15672 lb)
Take-off	6600 kg	6900 kg	6900 kg	6950 kg	6900 kg	7059 kg
	(14550 lb)	(15212 lb)	(15212 lb)	(15322 lb)	(15212 lb)	(15362 lb)
Landing	6600 kg	6600 kg	6600 kg	6600 kg	6759 kg	6759 kg
	(14550 lb)	(14550 lb)	(14550 lb)	(14550 lb)	(14900 lb)	(14900 lb)
Zero Fuel	6000 kg	6200 kg	6300 kg	6300 kg	6300 kg	6486 kg
	(13228 lb)	(13668 lb)	(13889 lb)	(13889 lb)	(13889 lb)	(14300 lb)

JETSTREAM SERIES 3200

	Basic	**Post Mod 8177 (3201 & 3206 only)**	**Post Mod 8218 (3202 only)**
Taxying	7400 kg (16314 lb)	7400 kg (16314 lb)	7400 kg (16314 lb)
Take-off	7350 kg (16204 lb)	7350 kg (16204 lb)	7350 kg (16204 lb)
Landing	7080 kg (15609 lb)	7080 kg (15609 lb)	7080 kg (15609 lb)
Zero Fuel	6500 kg (14330 lb)	6736 kg (14850 lb)	6736 kg (14850 lb)

DIMENSIONS:

	Ft	**M**
Length	47' 1.5"	14.36
Wingspan	52' 0"	15.85
Height	17' 5.3"	5.20
Wing area	270 ft^2	25.08 m^2

MINIMUM CREW:

2 Pilots.

When Modification JK4050 is embodied, 1 pilot and one other person qualified to act as look-out and qualified to provide assistance with navigation and radio-communications.

MAXIMUM OCCUPANTS/PASSENGERS:

21 occupants including crew (All countries except Germany).
18 passengers plus 2 crew (Germany).

OPERATING LIMITATIONS:

Refer to Section 2 of the applicable Aircraft Flight Manual.

MANDATORY MAINTENANCE INSTRUCTIONS:

JETSTREAM SERIES 3100	-	Refer to Section 2.5 Aircraft Maintenance Schedule. Doc. ref. SA.4-3100/MS/3
JETSTREAM SERIES 3200	-	Chapter 5 to the Aircraft Maintenance Manual. Doc. ref. SA.4-3100/AMM/XXX

NOISE:

Jetstream Series 3100
Noise Type Certificate Nos: 46 and 200 (Post Mod 7832)

Jetstream Series 3200
Noise Type Certificate No. 110

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