UNITED KINGDOM
CIVIL AVIATION AUTHORITY

FA36
Issue 6
April 2000
DE HAVILLAND CANADA
DHC-8
SERIES 100
SERIES 200
SERIES 300

TYPE CERTIFICATE DATA SHEET No. FA36

This data sheet which is part of CAA Type Certificate No. FA36 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:
Bombardier Inc
123, Garratt Boulevard
Downsview
Ontario
Canada

MANUFACTURER:
Bombardier Inc
123, Garratt Boulevard
Downsview,
Ontario
Canada

AIRCRAFT TYPE/ MODEL NUMBER(S):
DHC-8-100
DHC-8-300
DHC-8-200
DHC-8-102
DHC-8-311
DHC-8-201
DHC-8-202

TYPE DESIGN DEFINITION:

DHC-8-102	Drawing No. 80000001-001 plus design changes to meet JAR Requirements and UK Additional Requirements.
DHC-8-311	Drawing No. 80000001-005 plus design changes to meet CAA/JAR25 Requirements.
DHC-8-201/202	Drawing No. 80000001-011 plus design changes to meet CAA/JAR25 Requirements.

CERTIFICATION BASIS:

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

DHC-8-100 Series

FAR 25 to Amendment 51 plus FAR 25, 832 at Amendment 56, FAR 36 to Amendment 12, SFAR 27 to Amendment 5 plus the following additional Transport Canada airworthiness requirements:

(1) Flight Manual Policy ref. DOT letter 5010-10-366 (ABP/L) dated 1 June, 1984.

(2) AMA 525/1 Stalls Compliance, dated 9 July, 1984

(3) Low Temperature Operations ref. AAR Review document dated 10 September 1984.

(4) Spoiler Policy ref. DoT letter 5010-10-366 (ABE/L dated September 20, 1984.

(5) Special Condition - Automatic take-off power control system (ATPCS).
(Ref. FAA Special Condition No. 25-ANM-3; TC letter 5010-10-366 (ABP/A0 dated 24th February, 1984.

(6) Special Condition - Steep approach and Short Landing -(Ref. TC letter 5010-10-366 (ADP/L) dated June 7, 1985.

And in addition:

UK Additional Requirements for Certification - de Havilland of Canada DHC-8

DHC-8 -300 Series

FAR 25 to Amendment 51 plus FAR 25, 832 at Amendment 56 FAR 25.812 at Amendment 58, FAR 25,853 Amendment 59 & 66 FAR 36 to Amendment 12, SFAR 27 to Amendment 5 plus the following additional Transport Canada airworthiness requirements:

(1) Flight Manual Policy ref DOT letter 5010-10-336 (ABP/L) dated 1 June, 1984

(2) AMA 525/1 Stalls Compliance, dated 9 July, 1984

(3) Low Temperature Operations Ref AAR Review Document 10 Sept 1984

(4) Spoiler Policy ref DOT letter 5010-10-366(ABE/L) dated 20 September 1984

(5) Special Condition - Automatic take-off power control system (ATPCS). (Ref. FAA Special Condition No. 25-ANM-3; TC letter 5010-10-366 (ABP/A dated 24 February 1984.

(6) Special Condition - Steep Approach and Short Landing -(Ref: TC letter 5010-10-366 (ABP/L) dated June 7, 1985/

and in addition

UK Additional Requirements for Certification - de Havilland of Canada DHC-8

DHC-8-200 Series

Series 200:

FAR Part 25 dated February 1, 1965, including amendments 25-1 through 25-66; plus:

FAR 25.963(e),	Amendment 25-69, Fuel Tank Access Covers
FAR 25.361,	Amendment 25-72, Engine Torque
FAR 25.729(e),	Amendment 25-75, Retraction Mechanism

With the following exceptions

FAR 25.365(e),	Amendment 25-54, Pressurized Cabin Loads
FAR 25.561,	Amendment 25-64, Emergency Landing Conditions
FAR 25.562,	Amendment 25-64, Emergency Landing Dynamic Conditions
FAR 25.783,	Amendment 25-54, Doors
FAR 25.785,	Amendment 25-64, Seats, Berths, Safety Belts and Harnesses
FAR 25.904,	Amendment 25-62, Automatic Take off Thrust Control System (replaced by ATPCS Special Condition)
FAR 25.1091(e),	Amendment 25-57, Air Intakes

Note: The DHC-8 Series 200 was certificated as a derivative of the Series 100 aircraft. The applicable basis of certification is the same as the Series 100, but the manufacturer elected to demonstrate compliance with FAR Part 25 up to Amendment 25-66, less the exceptions shown above.

Plus additional Transport Canada airworthiness requirements.

1) Flight Manual Policy ref. DOT letter 5010-10-366 (ABP/L) dated June 1, 1984.

2) AMA 525/1 Stalls, Compliance dated July 9, 1984. Airworthiness Manual 525.207(b) Stall Warning, initial issue dated 1986. Airworthiness Manual 525.201(d) Stall Demonstration, initial issue dated 1986.

3) Low Temperature Operations ref. AAR Review Document September 10, 1984.

4) Spoiler Policy ref. DOT letter 5010-10-366 (ABE/L) dated September 20, 1984.

5) Special Condition - Automatic take-off power control system (ATPCS). (Ref. FAA Special Condition No. 25-ANM-3; TC letter 5010-10-366 (ABP/A0 dated 24th February, 1984.

6) Special Condition - Steep Approach and Short Landing -(Ref: TC letter 5010-10-366 (ABP/L) dated June 7, 1985/

and in addition

UK Additional Requirements for Certification - de Havilland of Canada DHC-8

CERTIFICATION CATEGORY: UK: Transport Category (Passenger)

PERFORMANCE CATEGORY: UK: Group A

FLIGHT MANUAL:

The limitations, recommended procedures and information required are contained in:

DHC8-100 Series Model 102	Flight Manual PSM 1-81-1A Approved by the Canadian Department of Transport
DHC-8 -300 Series Model 311	Flight Manual PSM 1-83-1A Approved by the Canadian Department of Transport
DHC-8-200 Series Model 201/202	Flight Manual PSM1-82-1A Approved by the Canadian Department of Transport

ENGINES:

DHC-8-102	Two Pratt and Whitney PW120A engines, CAA validated 13 December 1985, or two Pratt and Whitney PW121 engines, CAA validated 22 February 1990.
DHC-8-311	Two Pratt and Whitney PW123 engines, CAA validated 10 March 1991.
DHC-8-201	Two Pratt and Whitney PW123C engines, CAA validated on 10 November 1999.
DHC-8-202	Two Pratt and Whitney PW123D engines, CAA validated on 10 November 1999

PROPELLER:

DHC-8-102	Two Hamilton Standard 14SF-7 propellers
DHC-8-311	Two Hamilton Standard 14SF-15 or two 14SF-23 propellers.
DHC-8-201	Two Hamilton Standard 14SF-23 propellers
APU DHC-8-300 Series only	Sundstrand T-62T-40C7B, CAA validated 20 February 1991

Additional Permitted Propeller Combinations with Modification 8/2579 embodied.

Model 102	**Model 311**	**Model 201/202**
14SF-15 & 14SF-15	14SF-15 & 14SF-23	14SF-15 & 14SF-15
14SF-15 & 14SF-7	-	14SF-23 & 14SF-15
14SF-15 & 14SF-23	-	
14SF-23 & 14SF-23	-	
14SF-23 & 14SF-7	-	

MAXIMUM WEIGHTS:

DHC-8-100 Series_	Lb	Kg
Maximum Taxying weight	34,700	15,740
Maximum take-off weight	34,500	15,650
Maximum landing weight	33,900	15,380
Maximum zero fuel weight	31,000	14,060
Maximum aerobatic weight	N/A	N/A

DHC-8 -300 Series	Lb	Kg
Maximum Taxying weight	43,200	19,595
Maximum take-off weight	43,000	19,504
Maximum landing weight	42,000	19,051
Maximum zero fuel weight	39,500	17,917
Maximum aerobatic weight	N/A	N/A

DHC-8 -200 Series	Lb	Kg
Maximum Taxying weight	36,500	16,556
Maximum take-off weight	36,300	16,466
Maximum landing weight	34,500	15,650
Maximum zero fuel weight	32,000	14,515
Maximum zero fuel weight with CR803CH00001 and CR803CH00144 embodied	32,400	14,696
Maximum aerobatic weight	N/A	N/A

DIMENSIONS:

DHC-8-100 Series/DHC-8-200 Series	Ft	M
Length	73	22.25
Wingspan	85	25.89
Height	24'7"	7.49
Wing area	585 sq ft	54.4 sq m

DHC-8-300 Series	Ft	M
Length	84'3"	25.68m
Wingspan	90'	27.43
Height	24'.7"	7.49
Wing area	605 sq ft	56.2 sq m

MINIMUM CREW:

UK: Two Pilots

MAXIMUM OCCUPANTS/PASSENGERS:

DHC-8-100 Series/DHC-8-200 Series

Number of persons, including crew not to exceed 43
Number of passengers not to exceed 39 (limited by number and size of emergency exits)

DHC-8-300 Series

Number of persons, including crew not to exceed 61
Number of passengers not to exceed 56, limited by the number for which simulated crash evacuation has been demonstrated.

MANDATORY MAINTENANCE INSTRUCTIONS:

Maintenance instructions are contained on the following Maintenance Program documents

DHC-8-100 Series - PSM 1-8-7
DHC-8-300 Series - PSM 1-83-7
DHC-8-200 Series - PSM 1-82-7

NOISE: CAA Noise Type Certificate Number 87 Issue 7.

- END -