Civil Aviation Authority
United Kingdom

TYPE-CERTIFICATE DATA SHEET

UK.TC.A.00066

for

DHC-8

Type Certificate Holder

De Havilland Aircraft of Canada Limited

5800 Explorer Drive
Mississauga
Ontario L4W 5KG
CANADA

Model(s):	DHC-8-102 DHC-8-103 DHC-8-106	DHC-8-201 DHC-8-202	DHC-8-301 DHC-8-311 DHC-8-314 DHC-8-315	DHC-8-401 DHC-8-402
Issue:	1			
Date of issue:	24 January 2023			

TABLE OF CONTENTS

Section 1 General

I. General

This Type-Certificate Data Sheet (TCDS) is the concise definition of the type-certificated product accepted and or approved by the CAA in the UK for the affected types and models. This TCDS includes:

1. Details of the type design that affect the TCDS that have been approved or accepted by the CAA in the UK from 01 January 2021.
2. Details of the type design that affected the TCDS and were approved or accepted by EASA before 01 January 2021, and were incorporated into EASA TCDS EASA.IM.A.191 at Issue 13 dated 25 September 2019 and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

II. Aeroplane

1. Data Sheet No.

UK.TC.A.00066

2. Airworthiness Category

Large Aeroplanes

3. Performance Category

A

4. Certifying Authority

TCCA

5. Type Certifcate Holder

De Havilland Aircraft of Canada Limited
5800 Explorer Drive
Mississauga
Ontario L4W 5K9
Canada

Section 2 DHC-8 SERIES 100

I. General

1. Type / Variant / Model

a.) Type: DHC-8

b.) Variant or Model: DHC-8-102
DHC-8-103
DHC-8-106

II. Certification Basis

1. Reference Application Date for EASA Certification:

07 February 1986

2. TCCA Certification Date

DHC-8-102	12 June 1986
DHC-8-103	20 July 1987
DHC-8-106	20 November 1992

3. TCCA Certification Basis

Refer to TCCA Type Certificate Data Sheet No. A-142

4. EASA Certification Date

DHC-8-102	27 January 1988 (ACG, Austria)
DHC-8-103	27 January 1988 (ACG, Austria)
DHC-8-106	23 February 1995 (ACG, Austria and NCAA, Norway)

5. CAA Certification Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Section 4 above. New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021

6. CAA Certification Basis

FAR Part 25 dated 01 February 1965, including amendments 25-1 through 25-51; plus: FAR 25.832, Amendment 25-56, Cabin Ozone Concentration.

Additional Airworthiness Requirements:

Flight Manual Policy ref. DOT letter 5010-10-366 (ABP/L) dated 01 June 1984.

AMA 525/1 Stalls, Compliance dated 09 July 1984.
Airworthiness Manual 525.207(b) Stall Warning, initial issue dated 1986.
Airworthiness Manual 525.201(d) Stall Demonstration, initial issue dated 1986.

Low Temperature Operations ref. AAR Review Document 10 September 1984.

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

Compliance with the following additional optional requirements has been established:
FAR 25.1419, Ice Protection.

Compliance with FAR 25.801 has been established when the safety equipment requirements of FAR 25.1411 and the ditching equipment requirements of FAR 25.1415 are satisfied.

7. Special Conditions

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

Steep Approach and Short Landing (ref. TC letter 5010-10-366 (ABP/L), dated 07 June 1985).

SC H-01 Enhanced Airworthiness Programme for Aeroplane Systems – ICA on EWIS

Special Condition SCA No. 94-12, Operation on Narrow Runways, dated 28 December 1994.

8. Exemptions

FAR 25.571(e)(2)	Propeller Debris (ref. FAA Exemption No. NM-102; TC letter 5010-10-366 (ABP/A) dated 10 February 1984).
FAR 25.807(c)(1)	40 Passenger Configuration (ref. TC letter 5010-10-366, dated 14 March 1986).

9. Equivalent Safety Findings

FAR 25.773(b)(2) Pilot compartment view.

10. Environmental Protection Standards

Noise:
ICAO Annex 16 Volume 1 – Chapter 3
(see TCDSN UK.TC.A.00066 for details)

Prevention of intentional fuel venting:
SFAR 27 dated 12 December 1973, including Amendments 27-1 through 27-5.

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

Current issue of AEROC 8.1.AC.1 – Definition of Certified Airplanes

2. Description

Detail Specification No. DS8-100

3. Equipment

Refer to Equipment Register

4. Dimensions

Span	25.91 m	(85 ft)
Length	22.25 m	(73 ft)
Height	7.49 m	(24 ft 7 in)
Wing Area	54.35 m^2	

5. Engines

Two (2) Pratt and Whitney of Canada engines as follows:

DHC-8-102	PW120A or PW121
DHC-8-103	PW121
DHC-8-106	PW121

Refer to EASA Engine Type Certificate Data Sheet IM.E.041 (1)

(1) UK CAA Type Certificate EASA.IM.E.041 and associated Type Certificate Data Sheet EASA.IM.E.041, Issue 4 dated 08 March 2018 as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

5.1 Engine Limits:
For details refer to AFM – PSM 1-81-1A
(Models 102, 103, 106)

6. Auxiliary Power Unit (APU)

Options only. Refer to AFM-PSM 1-81-1A
(Models 102, 103, 106)

6.1 APU Limits:
For details refer to AFM – PSM 1-81-1A
(Models 102, 103, 106)

7. Propellers

Hamilton Sundstrand Model 14SF-7, 14SF-15 or 14SF-23
Refer to FAA Propeller Type Certificate Data Sheet P7NE.

7.1 Propeller Limits :

Blade	SFA13 ( )-OA
Diameter	3.96 m (13 ft) nominal

Pitch settings at 0.75 radius:

Feather	77.5°
Flight fine	10.5°
Ground fine	-5.5°
Full reverse	-18.5°

Propeller (Np)

Take off	1212 rpm
Max. continuous	1212 rpm

The following Hamilton Sundstrand Propeller combinations are approved:
14SF-7 & 14SF-7

Modification 8/2579 allows the following additional Hamilton Sundstrand Propeller combinations
14SF-15 & 14SF-15
14SF-15 & 14SF-7
14SF-15 & 14SF-23
14SF-23 & 14SF-23
14SF-23 & 14SF-7

8. Fluids (Fuel/Oil/Additives)

For details refer to AFM – PSM 1-81-1A
(Models 102, 103, 106)

8.1 Eligible Fuels

Kerosene JET A, A-1, JP-5, JP-8
Wide Cut JET B, JP-4

For other approved fuel types refer to:
AFM – PSM 1-81-1A (Models 102, 103, 106)

8.2 Eligible Oils

Oils conforming to Specification MIL-L-23699

9. Fluid Capacities

Fuel Capacity

Main Fuel System

	Kg.	lbs.	Liters	Imp. Gals.
Usable	2575	5678	3160	695
Unusable	40	87	48	11
Total	2615	5765	3208	706

Optional Auxiliary Fuel System (SOO 8061 or 828SO08061 or 828CH00044)

	Kg.	lbs.	Liters	Imp. Gals.
Usable	2072	4566	2543	559
Unusable	46	102	55	13
Total	2118	4668	2598	572

Oil Capacity per Engine

	Liters	Imp. Gals.
Usable	3.8	0.83
Total	17.7	3.90

10. Air Speeds

IAS

		Knots
V_{MO} (Maximum Operating)	0 to 14000 ft	242
	15000 ft	239
	20000 ft	223
	25000 ft	207
V_{FE} (Flap extended)	Flap 5° & 15°	148
	Flap 35°	130
V_A (Manoeuvring)	(Models 102, 103)	163
V_A (Manoeuvring)	(Model 106)	164
V_{LO} (Landing gear operation)		158
V_{LE} (Landing gear extended)		172

For other airspeeds refer to AFM – PSM 1-81-1A (Models 102, 103, 106)

11. Maximum Operating Altitude

7,620 m (25,000 ft) (Pressure Altitude)

12. All Weather Capability

Cat II

13. Maximum Weights

DHC-8-102

	Basic	Mod 8/1335	AFM Supplement 57	AFM Supplement 87
Taxi and ramp	15,740 kg (34,700 lb)	15,740 kg (34,700 lb)	15,740 kg (34,700 lb)	15,740 kg (34,700 lb)
Take-off	15,649 kg (34,500 lb)	15,649 kg (34,500 lb)	15,649 kg (34,500 lb)	15,649 kg (34,500 lb)
Landing	15,377 kg (33,900 lb)	15,377 kg (33,900 lb)	15,377 kg (33,900 lb)	15,377 kg (33,900 lb)
Zero fuel	14,061 kg (31,000 lb)	14,179 kg (31,300 lb)	14,243 kg (31,400 lb)	14,515 kg (32,000 lb)

DHC-8-103

	Basic	Mod 8/1335	MS8Q420649	AFM Supplement 57	AFM Supplement 87
Taxi and ramp	15,740 kg (34,700 lb)	15,740 kg (34,700 lb)	16,057 kg (35,400 lb)	15,740 kg (34,700 lb)	15,740 kg (34,700 lb)
Take-off	15,649 kg (34,500 lb)	15,649 kg (34,500 lb)	15,966 kg (35,200 lb)	15,649 kg (34,500 lb)	15,649 kg (34,500 lb)
Landing	15,377 kg (33,900 lb)	15,377 kg (33,900 lb)	15,377 kg (33,900 lb)	15,377 kg (33,900 lb)	15,377 kg (33,900 lb)
Zero fuel	14,061 kg (31,000 lb)	14,179 kg (31,300 lb)	14,515 kg (32,000 lb)	14,243 kg (31,400 lb)	14,515 kg (32,000 lb)

DHC-8-106

Taxi and ramp	16,556 kg (36,500 lb)
Take-off	16,466 kg (36,300 lb)
Landing	15,377 kg (33,900 lb)
Zero fuel	14,515 kg (32,000 lb)

14. Center of Gravity Range

For details refer to AFM – PSM 1-81-1A
(Models 102, 103, 106)

15. Datum

Plate located on centerline at “Station 423.0 in”
(1074.4 cm) on underside of fuselage.

16. Mean Aerodynamic Chord (MAC)

87.0 in

17. Leveling Means

Plumb bob and target in RH emergency exit opening.

18. Minimum Flight Crew

2 (Pilot and Copilot)

19. Maximum Passenger Seating Capacity

40 passengers (see Note 1)

20. Exits

No.	Type	Size
1	I	0.762 m x 1.65 m (30 in x 65 in)
1	II	0.508 m x 1.37 m (20 in x 54 in)
2	III	0.508 m x 0.914 m (20 in x 36 in)

21. Baggage/Cargo Compartments

	Class	Volume	Max. Allowable Load
Rear	B	8.48 m^3 (300 ft^3)	907 kg (2,000 lb)

Refer to Weight & Balance Manual PSM 1-8-8 for mixed passenger-cargo configurations.

22. Wheels and Tyres

Tricycle landing gear, retractable, dual side by side wheel type.
Main wheel sized to accept 26.5 × 8.0−13 or 31.0 × 9.75−13 tubeless tyres.
Nose gear sized to accept 18 × 5.50−8 tubeless tires or with
S.O.O. 8009, 22.0 × 6.5−10 flotation type tire.

IV. Operation and Service Instructions

1. Airplane Flight Manual

PSM 1-81-1A (Models 102, 103, 106)

2. Airplane Maintenance Manual

PSM 1-8-2

3. Weight and Balance Manual

PSM 1-8-8

4. Maintenance Program Manual

Maintenance Review Board Report (MRB Report) PSM 1-8-7, Part 1

5. Maintenance Program Manual

Airworthiness Limitations (AWL) PSM 1-8-7, Part 2

6. Maintenance Task Cards Manual

PSM 1-8-7TC

7. Service Letters and Service Bulletins

Refer to Publications Index

V. Notes

Note 1
Cabin Interior and Seating Configurations must be approved and are listed in AEROC 8.1.AC.1 Section 100 current issue.

Note 2
DHC-8 Series 100 (Models 102/103) incorporating optional Modsum 8Q310027, through Service Bulletin (SB) 8-05-03, is required to comply with tasks and intervals of Supplement 1 “Extended Service Program” to Part 3 of the Maintenance Program Manual (PSM 1-8-7).

Section 3 DHC-8 SERIES 200

I. General

1. Type / Variant / Model

a.) Type: DHC-8

b.) Variant or Model: DHC-8-201
DHC-8-202

II. Certification Basis

1. Reference Application Date for EASA Certification:

01 August 1997

2. TCCA Certification Date

DHC-8-201	24 August 1995
DHC-8-202	09 March 1995

3. TCCA Certification Basis

Refer to TCCA Type Certificate Data Sheet No. A-142

4. EASA Certification Date

DHC-8-201	17 February 1998 (LBA, Germany)
DHC-8-202	17 February 1998 (LBA, Germany)

5. CAA Certification Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Section 4 above. New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021

6. CAA Certification Basis

FAR Part 25 dated 01 February 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:
(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 under Basis of Certification, Series 200.)

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 Takeoff Thrust Control System (replaced by ATPCS Special Condition)
FAR 25.1091(e), Amendment 25-57	Air Intakes

Additional Airworthiness Requirements

Flight Manual Policy ref. DOT letter 5010-10-366 (ABP/L) dated 01 June 1984.

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.

Low Temperature Operations ref. AAR Review Document 10 September 1984.

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

Compliance with the following additional optional requirements has been established:

FAR 25.1419, Ice Protection

Compliance with FAR 25.801 has been established when the safety equipment requirements of FAR 25.1411 and the ditching equipment requirements of FAR 25.1415 are satisfied.

7. Special Conditions

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

Steep Approach and Short Landing – (ref. TC letter 5010-10-366 (ABP/L), dated 07 June 1985).

SC H-01 Enhanced Airworthiness Programme for Aeroplane Systems – ICA on EWIS

Special Condition SCA No. 94-12, Operation on Narrow Runways, dated 28 December 1994.

8. Exemptions

FAR 25.571(e)(2)	Propeller Debris (ref. FAA Exemption No. NM-102; TC letter 5010-10-366 (ABP/A) dated 10 February 1984).
FAR 25.807(c)(1)	40 Passenger Configuration (ref. TC letter 5010-10-366, dated 14 March 1986

9. Equivalent Safety Findings

FAR 25.773(b)(2)	Pilot compartment view.

10. Environmental Protection Standards

Noise
ICAO Annex 16 Volume 1 – Chapter 3
(see TCDSN UK.TC.A.00066 for details)

Prevention of intentional fuel venting:
ICAO Annex 16, Second Edition, Volume II

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Current issue of AEROC 8.1.AC-1-1

Definition of Certified Airplanes

2. Description

Detail Specification No. DS8-200

3. Equipment

Refer to Equipment Register

4. Dimensions

Span	25.89 m	(85 ft)
Length	22.25 m	(73 ft)
Height	7.49 m	(24 ft 7 in)
Wing Area	54.35 m^2	

5. Engines

2 Pratt and Whitney of Canada engines as follows:

	Original	Optional
DHC-8-201	PW123C	PW123, PW123B, PW123D, PW123E
DHC-8-202	PW123D	PW123, PW123B, PW123E

Refer to EASA Engine Type Certificate Data Sheet IM.E.041.(1)

(1) UK CAA Type Certificate EASA.IM.E.041 and associated Type Certificate Data Sheet EASA.IM.E.041, Issue 4 dated 08 March 2018 as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

Any combination of original engines and/or optional engines within each aircraft model is permitted. Optional engines must incorporate modification 8/2735.

5.1 Engine Limits

For details refer to AFM – PSM 1-82-1A
(Models 201, 202)

6. Auxiliary Power Unit (APU)

Options only. Refer to AFM – PSM 1-82-1A (Models 201, 202)

6.1 APU Limits
For details refer to AFM – PSM 1-82-1A (Models 201, 202)

7. Propellers

Hamilton Sundstrand Model 14SF-23 Refer to FAA Propeller Type Certificate Data Sheet P7NE.

7.1 Propeller Limits

Blade SFA13 ( )-OA
Diameter 3.96 m (13 ft) nominal

Pitch settings at 0.75 radius:
Feather 77.5°
Flight fine 10.5°
Ground fine -5.5°
Full reverse -18.5°

Propeller (Np)
Take off 1212 rpm
Max. continuous 1212 rpm

The following Hamilton Sundstrand Propeller combinations are approved:
14SF-23 & 14SF-23

Modification 8/2579 allows the following additional Hamilton Sundstrand Propeller combinations.
14SF-15 & 14SF-15
14SF-15 & 14SF-23

8. Fluids (Fuel/Oil/Additives)

For details refer to AFM – PSM 1-82-1A (Models 201, 202)

8.1 Eligible Fuels

Kerosene JET A, A-1, JP-5, JP-8
Wide Cut JET B, JP-4

For other approved fuel types refer to AFM – PSM 1-82-1A (Models 201, 202)

8.2 Eligible Oils

Oils conforming to Specification MIL-L-23699

9. Fluid Capacities

9.1 Fuel Capacity

Main Fuel System

	Kg.	lbs.	Liters	Imp. Gals.
Usable	2575	5678	3160	695
Unusable	40	87	48	11
Total	2615	5765	3208	706

Optional Auxiliary Fuel System (SOO 8061 or 828SO08061 or 828CH00044)

	Kg.	lbs.	Liters	Imp. Gals.
Usable	2072	4566	2543	559
Unusable	46	102	55	13
Total	2118	4668	2598	572

9.2 Oil Capacity per Engine

	Liters	Imp. Gals.
Usable	8.0	1.6
Total	19.3	4.57

10. Air Speeds

IAS

		Knots
V_{MO} (Maximum Operating)	0 to 14000 ft	242
	15000 ft	239
	20000 ft	223
	25000 ft	207
V_{FE} (Flap extended)	Flap 5° & 15°	148
	Flap 35°	130
V_A (Manoeuvring)		164
V_{LO} (Landing gear operation)		158
V_{LE} (Landing gear extended)		172

For other airspeeds refer to AFM – PSM 1-82-1A (Models 201, 202)

11. Maximum Operating Altitude

7,620 m (25,000 ft) (Pressure Altitude)

12. All Weather Capability

Cat II

13. Maximum Weights

DHC-8-201 & DHC-8-202

	Basic	AFM Supplement 57
Taxi and ramp	16,556 kg (36,500 lb)	16,556 kg (36,500 lb)
Take-off	16,466 kg (36,300 lb)	16,466 kg (36,300 lb)
Landing	15,650 kg (34,500 lb)	15,650 kg (34,500 lb)
Zero fuel	14,515 kg (32,000 lb)	14,696 kg (32,400 lb)

14. Center of Gravity Range

For details refer to AFM – PSM 1-82-1A
(Models 201, 202)

15. Datum

Plate located on centerline at “Station 423.0 in” (1074.4 cm) on underside of fuselage.

16. Mean Aerodynamic Chord (MAC)

87.0 in

17. Leveling Means

Plumb bob and target in RH emergency exit opening.

18. Minimum Flight Crew

2 (Pilot and Copilot)

19. Maximum Passenger Seating Capacity

40 passengers (see Note 1)

20. Exits

No.	Type	Size
1	I	0.762 m x 1.65 m (30 in x 65 in)
1	II	0.508 m x 1.37 m (20 in x 54 in)
2	III	0.508 m x 0.914 m (20 in x 36 in)

21. Baggage/Cargo Compartments

	Class	Volume	Max. Allowable Load
Rear	B	8.48 m^3 (300 ft^3)	907 kg (2,000 lb)

Refer to Weight & Balance Manual PSM 1-82-8 for mixed passenger-cargo configurations.

22. Wheels and Tyres

Tricycle landing gear, retractable, dual side by side wheel type.
Main wheel sized to accept 31.0 × 9.75−13 tubeless tires. Nose gear sized to accept 18 × 5.50−8 tubeless tires or with S.O.O. 8009, 22.0 × 6.5−10 flotation type tire.

IV. Operation and Service Instructions

1. Airplane Flight Manual

PSM 1-82-1A (Models 201, 202)

(See Note 2)

2. Airplane Maintenance Manual

PSM 1-82-2

3. Weight and Balance Manual

PSM 1-82-8

4. Maintenance Program Manual

Maintenance Review Board Report (MRB Report) PSM 1-82-7, Part 1

5. Maintenance Program Manual

Airworthiness Limitations (AWL) PSM 1-82-7, Part 2

6. Maintenance Task Cards Manual

PSM 1-82-7TC

7. Service Letters and Service Bulletins

Refer to Publications Index

V. Notes

Note 1

Cabin Interior and Seating Configurations must be approved and are listed in AEROC 8.1.AC.1 Section 200 current issue.

Note 2

DHC-8 Series 200 (Models 201, 202) incorporating optional Modification 827SO00022 (or equivalent design change) – Introduction of Flight Spoilers in Ground Mode, require the Flight Manual with the “S” reference, following the Model designation.

Section 4 DHC-8 SERIES 300

I. General

1. Type / Variant / Model

a.)	Type	DHC-8
b.)	Variant or Model	DHC-8-301
		DHC-8-311
		DHC-8-314
		DHC-8-315

II. Certification Basis

1. Reference Application Date for EASA Certification:

09 September 1988

2. TCCA Certification Date

DHC-8-301	14 February 1989
DHC-8-311	31 July 1990
DHC-8-314	20 February 1992
DHC-8-315	02 June 1995

3. TCCA Certification Basis

Refer to TCCA Type Certificate Data Sheet No. A-142

4. EASA Certification Date

DHC-8-301	23 February 1995 (NCAA, Norway)
DHC-8-311	15 August 1990 (LBA, Germany)
DHC-8-314	03 May 1993 (ACG, Austria)
DHC-8-315	22 March 1996 (DGAC, Romania)

5. CAA Certification Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Section 4 above. New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021

6. CAA Certification Basis

FAR Part 25 dated 01 February 1965, including amendments 25-1 through 25-51; plus:

FAR 25.832	Amendment 25-56 Cabin Ozone Concentration
FAR 25.812	Amendment 25-58 Emergency Lighting
FAR 25.853	Amendment 25-59 Compartment Interiors (Seat cushions)

FAR 25.853 Amendment 25-66 Compartment Interiors (Materials)
(Models 311, 314, and 315)

Additional Airworthiness Requirements

Flight Manual Policy ref. DOT letter 5010-10-366 (ABP/L), dated 01 June 1984.

AMA 525/1 Stalls, Compliance dated 09 July 1984.
Airworthiness Manual 525.207(b) Stall Warning, initial issue dated 1986.
Airworthiness Manual 525.201(d) Stall Demonstration, initial issue dated 1986.

Low Temperature Operations ref. AAR Review Document 10 September 1984.

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

Compliance with the following additional optional requirements has been established:

FAR 25.1419, Ice Protection

Compliance with FAR 25.801 has been established when the safety equipment requirements of FAR 25.1411 and the ditching equipment requirements of FAR 25.1415 are satisfied.

7. Special Conditions

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

Steep Approach and Short Landing – (ref. TC letter 5010-10-366 (ABP/L), dated 07 June 1985).

SC H-01 Enhanced Airworthiness Programme for Aeroplane Systems – ICA on EWIS.

Special Condition SCA No. 94-12, Operation on Narrow Runways, dated 28 December 1994.

8. Exemptions

FAR 25.571(e)(2)	Propeller Debris (ref. FAA Exemption No. NM-102; TC letter 5010-10-366 (ABP/A) dated 10 February 1984).
FAR 25.785(h)	Exemption No. 89-2, dated 03 February 1989, Flight Attendants Seats

9. Equivalent Safety Findings

FAR 25.773(b)(2)	Pilot compartment view.
FAR 25.807(d)(2)	Ditching emergency exits for passengers (Applies to Models -311, 314, and 315 with Change Request CR803SO00001 or CR803SO00002 incorporated).

10. Environmental Protection Standards

Noise

ICAO Annex 16, Volume I Chapter 3
(see TCDSN UK.TC.A.00066 for details)

Prevention of intentional fuel venting:

DHC-8-301, DHC-8-311, DHC-&-314:
SFAR 27 dated 12 December 1973, including Amendments 27-1 through 27-5.

DHC-8-315:
ICAO Annex 16, Volume II, Second Edition

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Current issue of AEROC 8.1.AC.1 –
Definition of Certified Airplanes

2. Description

Detail Specification No. DS8-300

3. Equipment

Refer to Equipment Register

4. Dimensions

Span	27.43 m	(90 ft)
Length	25.68 m	(84 ft 3 in)
Height	7.49 m	(24 ft 7 in)
Wing Area	56.1 m^2	

5. Engines

Two (2) Pratt and Whitney of Canada engines as follows:

	Original	Optional
DHC-8-301 & DHC-8-311	PW123	PW123B, PW123E
DHC-8-314	PW123B	
DHC-8-315	PW123E	

Refer to EASA Engine Type Certificate Data Sheet IM.E.041.(1)

(1) UK CAA Type Certificate EASA.IM.E.041 and associated Type Certificate Data Sheet EASA.IM.E.041, Issue 4 dated 08 March 2018 as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

Any combination of original engines and/or optional engines within each aircraft model is permitted. Optional engines must incorporate modification 8/2735.

5.1 Engine Limits

For details refer to AFM – PSM 1-83-1A
(Models 301, 311, 314, 315)

6. Auxiliary Power Unit (APU)

Options only. Refer to AFM – PSM 1-83-1A
(Models 301, 311, 314, 315)

6.1 APU Limits

For details refer to AFM – PSM 1-83-1A
(Models 301, 311, 314, 315)

7. Propellers

DHC-8-301, DHC-8-311 & DHC-8-315	Hamilton Sundstrand Model 14SF-15
DHC-8-301, DHC-8-311, DHC 8-314 & DHC-8-315	Hamilton Sundstrand Model 14SF-23

Refer to FAA Propeller Type Certificate Data Sheet P7NE.

7.1 Propeller Limits

Propeller Limits	
Blade	SFA13 ( )-OA
Diameter	3.96 m (13 ft) nominal

Pitch settings at 0.75 radius:	
Feather	77.5°
Flight fine	11.5°
Ground fine	-7.5°
Full reverse	-18.5°

Propeller (Np)	
Take off	1212 rpm
Max. continuous	1212 rpm

The following Hamilton Sundstrand Propeller combinations are approved:

DHC-8-301, DHC-8-311 & DHC-8-315	14SF-15 & 14SF-15 14SF-23 & 14SF-23

Modification 8/2579 allows the following additional Hamilton Sundstrand Propeller combinations:

DHC-8-301, DHC-8-311 & DHC-8-315	14SF-15 & 14SF-23

8. Fluids (Fuel/Oil/Additives)

For details refer to AFM – PSM 1-83-1A (Models 301, 311, 314, 315)

8.1 Eligible Fuels

Kerosene JET A, A-1, JP-5, JP-8

Wide Cut JET B, JP-4

For other approved fuel types refer to AFM – PSM 1-83-1A (Models 301, 311, 314, 315)

8.2 Eligible Oils

Oils conforming to Specification MIL-L-23699

9. Fluid Capacities

9.1 Fuel Capacity:

Main Fuel System

	Kg.	lbs.	Liters	Imp. Gals.
Usable	2575	5678	3160	695
Unusable	40	87	48	11
Total	2615	5765	3208	706

Optional Auxiliary Fuel System (828SO00006 or 828CH00027)

	Kg.	lbs.	Liters	Imp. Gals.
Usable	2072	4566	2543	559
Unusable	46	102	55	13
Total	2118	4668	2598	572

9.2 Oil Capacity per Engine:

	Liters	Imp. Gals.
Usable	8.0	1.6
Total	19.3	4.57

10. Air Speeds

IAS

		Knots
V_{MO} (Maximum Operating)	0 to 17000 ft	243
	20000 ft	232
	25000 ft	214
DHC-8-301		
V_{FE} (Flap extended)	Flap 5°	160
	Flap 10° & 15°	149
	Flap 35°	127
V_A (Manoeuvring)		176
V_{LO} (Landing gear operation)		158
V_{LE} (Landing gear extended)		173
DHC-8-311, DHC-8-314 & DHC-8-315		
V_{FE} (Flap extended)	Flap 5°	163
	Flap 10° & 15°	154
	Flap 35°	138
V_A (Manoeuvring)		177
V_{LO} (Landing gear operation)		163
V_{LE} (Landing gear extended)		173

For other airspeeds refer to AFM – PSM 1-83-1A (Models 301, 311, 314, 315)

11. Maximum Operating Altitude

7,620 m (25,000 ft) (Pressure Altitude)

12. All Weather Capability

Cat II

13. Maximum Weights

DHC-8-301, DHC-8-311, DHC-8-314, DHC-8-315

	Basic
Taxi and ramp	18,734 kg (41,300 lb)
Take-off	18,643 kg (41,100 lb)
Landing	18,144 kg (40,000 lb)
Zero fuel	16,874 kg (37,200 lb)

DHC-8-311, DHC-8-314, DHC-8-315

	CR 803SO00001	CR 803SO00002
Taxi and ramp	19,087 kg (42,080 lb)	19,595 kg (43,200 lb)
Take-off	18,997 kg (41,880 lb)	19,505 kg (43,000 lb)
Landing	18,597 kg (41,000 lb)	19,051 kg (42,000 lb)
Zero fuel	17,463 kg (38,500 lb)	17,917 kg (39,500 lb)

For other weights refer to AFM – PSM 1-83-1A (Models 301, 311, 314, 315)

14. Center of Gravity Range

for details refer to AFM – PSM 1-83-1A (Models 301, 311, 314, 315)

15. Datum

Plate located on centerline at “Station 423.0 in” (1074.4 cm) on underside of fuselage.

16. Mean Aerodynamic Chord (MAC)

85.5 in

17. Leveling Means

Plumb bob and target in RH emergency exit opening.

18. Minimum Flight Crew

2 (Pilot and Copilot)

19. Maximum Passenger Seating Capacity

56 passengers (see Note 1)

20. Exits

No.	Type	Size
1	I	0.762 m x 1.65 m (30 in x 65 in)
1	I	0.508 m x 1.37 m (20 in x 54 in)
2	III	0.508 m x 0.914 m (20 in x 36 in)

21. Baggage/Cargo Compartments

	Class	Volume	Max. Allowable Load
Rear	B	9.1 m^3 (320 ft^3)	1134 kg (2,500 lb)

Refer to Weight & Balance Manual PSM 1-83-8 for mixed passenger-cargo configurations.

22. Wheels and Tyres

Tricycle landing gear, retractable, dual side by side wheel type.
Main wheel sized to accept 31.0 × 9.75−14 tubeless tires.
Nose gear sized to accept 18 × 5.50−8 or 22.0 × 6.5−10 tubeless tires.

IV. Operation and Service Instructions

1. Airplane Flight Manual

PSM 1-83-1A (Models 301, 311, 314, 315)

2. Airplane Maintenance Manual

PSM 1-83-2

3. Weight and Balance Manual

PSM 1-83-8

4. Maintenance Program Manual

Maintenance Review Board Report (MRB Report) PSM 1-83-7, Part 1

5. Maintenance Program Manual

Airworthiness Limitations (AWL) PSM 1-83-7, Part 2

6. Maintenance Task Cards Manual

PSM 1-83-7TC

7. Service Letters and Service Bulletins

Refer to Publications Index

V. Notes

Note 1
Cabin Interior and Seating Configurations must be approved and are listed in AEROC 8.1.AC.1 Section 300 current issue.

Section 5 DHC-8 SERIES 400

I. General

1. Type / Variant / Model

a)	Type:	DHC-8
b)	Variant or Model:	DHC-8-401 DHC-8-402

II. Certification Basis

1. Reference Application Date for EASA Certification

31 January 1995

2. EASA Certification Date

DHC-8-401	01 December 1999	(CAA Denmark)
DHC-8-402	01 December 1999	(CAA Denmark)

3. CAA Certification Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Section 4 above. New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021

4. **CAA** Certification **Basis**

JAR 25 Change 14

JAR 25 Amendment 25/96/01

CS 25.831(b) Amendment 18, associated to post TC Mod introducing the Extra Capacity Configuration (see Note 3)

JAR AWO Change 2

JAR 1 Definitions Change 4

JAR 21 Change 1

Compliance with JAR 25.801 has been established when the safety equipment requirements of JAR 25.1411 and the ditching equipment requirements of JAR 25.1415 are satisfied

5. Special Conditions

CRI C-01	Yawing Maneuvering Conditions INT/POL/25/8 Issue 1
CRI D-01	Worn Brakes INT/POL/25/6 Issue 1
CRI F-01	Protection from the Effects of HRIF INT/POL/25/2 Issue 1
CRI F-02	Protection from the Effects of Lightning Strike – Direct Effects INT/POL/25/3 Issue 1
CRI F-03	Protection from the Effects of Lightning Strike – Indirect Effects INT/POL/25/4 Issue 2
CRI G-07	Steep Approach Landing Capability (SAL)
SC H-01	Enhanced Airworthiness Programme for Aeroplane Systems – ICA on EWIS.
CRI F-18	Security protection of Aircraft systems and networks

6. Equivalent Safety Findings

CRI B-04	Stall Warning and Stall Warning Speeds and Maneuver Capability (JAR 25.103, 107, 119, 125, 143 and 207)
CRI C-04	Flutter, Deformation and Failsafe Criteria (JAR 25.629)
CRI D-10	Nose-Wheel Steering System Protection (JAR 25x745(d))
CRI D-02	Hydraulic System Proof Testing (JAR 25.1435(b)(1))
CRI D-14	Ditching Emergency Exits for Passengers (JAR 25.807(e) associated to post TC Mod introducing the Extra Capacity Configuration, see Note 3)
CRI G-04	Accelerate Stop Distance INT/POL/25/5 Issue 1 (JAR 25.109)

7. Deviation

CRI F-17	Continuity of function of ADS-B Out and ELS

8. Environmental Protection Standards

Noise
ICAO Annex 16 Volume 1 – Chapter 3 or 4
(see TCDSN UK.TC.A.00066 for details)

Prevention of intentional fuel venting
ICAO Annex 16, Volume II, Second Edition

9. Operational Suitability Data (OSD)

9.1 Cabin Crew Data (CCD)
Certification Specifications and Guidance Material for Cabin Crew Data CS-CCD Initial Issue dated 31 January 2014 (ref CRI CCD-01)

9.2 Master Minimum Equipment List (MMEL)

JAR MMEL/MEL Amendment 1, Section1*
*Any new or revised MMEL items impacts due to future changes to the OSD approved Master Minimum Equipment List referenced within the Approved Manuals section of this TCDS, will comply with CS-MMEL Initial Issue 31 January 2014 (Book 1 only), where applicable (ref CRI MMEL-01)

9.3 Flight Crew Data (FCD)

Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data CS-FCD Initial Issue dated 31 January 2014

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Current issue of AEROC 8.1.AC.1 – Definition of Certified Airplanes

2. Description

Detail Specification No. DS8-400

3. Equipment

Refer to Equipment Register

4. Dimensions:

Span	28.4 m	(93 ft 3 in)
Length	32.8 m	(107 ft 9 in)
Height	8.3 m	(27 ft 4 in)
Wing Area	63.1 m^2	(679 ft^2)

5. Engines:

Two (2) Pratt and Whitney of Canada engines Model PW150A

Refer to TCCA Engine Type Certificate Data Sheet No. E-29.

5.1 Engine Limits:
For details refer to AFM – PSM 1-84-1A (Models 401 or 402)

6. Auxiliary Power Unit (APU)

One Hamilton Sundstrand Power System
APS 1000 T-62T-46C12
TSO authorization, dated 23 July 1999 Note: Options only.

6.1 APU Limits:
For details refer to AFM – PSM 1 84-1A (Models 401 or 402)

7. Propellers

Two (2) Dowty Aerospace Propellers Model R408/6-123-F/17

Refer to EASA Type Certificate Data Sheet P.002(1) (previously covered under UK-CAA Propeller Type Certificate Data Sheet No. 117)

(1) UK CAA Type Certificate P.002 and associated Type Certificate Data P.002, Issue 3 dated 05 March 2008 as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

7.1 Propeller Limits

Blade diameter 4.11m (13.5 ft)

Pitch settings at 0.70 radius

Feather	84.5°
Flight fine (electronic)	16.5°
Flight fine (hydraulic)	16.0°
Ground fine	-3.5°
Full reverse	-19°

Propeller (Np)

Take off	1020 rpm
Max. continuous	1020 rpm

8. Fluids (Fuel/Oil/Additives)

For details refer to AFM – PSM 1-84-1A (Models 401 or 402)

8.1 Eligible Fuels

Kerosene	JET A, A-1, JP-5,JP-8
Wide Cut	JET B, JP-4

For other approved fuel types refer to AFM – PSM 1-84-1A (Models 401, 402)

8.2 Eligible Oils

Oils conforming to Specification MIL-L-23699

9. Fluid Capacities

9.1 Fuel Capacity

	Kg.	lbs.	Liters	Imp. Gals.
Usable	5318	11724	6526	1436
Unusable	73	160	89	20
Total	5391	11884	6615	1456

9.2 Oil Capacity per Engine

	Liters	Imp. Gals.
Usable	5.6	1.23
Total	24.9	5.48

10. Air Speeds

IAS

		Knots
V_{MO} (Maximum Operating)	0 to 8000 ft	245
	10000 ft	282
	18000 ft	286
	20000 ft	275
	25000 ft	248
V_{FE} (Flap extended)	Flap 5°	200
	Flap 10°	181
	Flap 15°	172
	Flap 35°	158
V_A (Manoeuvring)		204
V_{LO} (Landing gear operation)		200
V_{LE} (Landing gear extended)		215

For other airspeeds refer to AFM – PSM 1-84-1A (Models 401 or 402)

11. Maximum Operating Altitude

7,620 m (25,000 ft) (Pressure Altitude)

12. All Weather Capability

Cat II

13. Maximum Weights

DHC-8-401 & DHC-8-402

	Basic Gross Weight MS 4-201539	Intermediate Gross Weight MS 4-308807	High Gross Weight MS 4-308907	Enhanced High Gross Weight MS 4-309238
Taxi and ramp	28,077 kg (61,900 lb)	29,089 kg (64,130 lb)	29,347 kg (64,700 lb)	29,665 kg (65,400 lb)
Take-off	27,987 kg (61,700 lb)	28,998 kg (63,930 lb)	29,257 kg (64,500 lb)	29,574 kg (65,200 lb)
Landing	27,442 kg (60,500 lb)	28,009 kg (61,750 lb)	28,009 kg (61,750 lb)	28,123 kg (62,000 lb)
Zero fuel	25,174 kg (55,500 lb)	25,855 kg (57,000 lb)	25,855 kg (57,000 lb)	26,308 kg (58,000 lb)
Zero fuel – Supplement 87	26,308 kg (58,000 lb)	26,308 kg (58,000 lb)	26,308 kg (58,000 lb)	N/A

14. Center of Gravity Range

For details refer to AFM – PSM 1-84-1A (Models 401 or 402)

15. Datum

Plate located on centerline at “Station 428.0 in” (1087.1 cm) on underside of fuselage.

16. Mean Aerodynamic Cord (MAC)

94.512 in.

17. Leveling Means

Plumb bob and target in RH emergency exit opening.

18. Minimum Flight Crew

2 (Pilot and Copilot)

19. Maximum Passenger Seating Capacity

DHC-8-401 70 passengers
DHC-8-402 80 passengers (refer to Note 1)
DHC-8-402 90 passengers (refer to Note 1 and Note 3)

20. Exits

No.	Type	Size
1	II / III*)**)	0.508 m x 1.42 m (20 in x 56 in)
1	I ***)	0.610 m x 1.37 m (24 in x 54 in)
1	I	0.762 m x 1.65 m (30 in x 65 in)
1	I	0.610 m x 1.37 m (24 in x 54 in)
1	I	0.610 m x 1.65 m (24 in x 65 in)

*) Type III exit for showing compliance with JAR 25.801 only
**) Applicable to Models -401/-402 non-Extra Capacity configurations
***) Applicable to Model -402 Extra Capacity configuration (refer to Note 1 and Note 3)

21. Baggage/Cargo Compartments

	Class	Volume	Max. Allowable Load
Front*)	C	2.58 m^3 (91 ft^3)	413 kg (910 lb)
Aft	C	11.64 m^3 (411 ft^3)	1,669 kg (3,680 lb)

*) Applicable to Models -401/-402 non-Extra Capacity configurations
Refer to Weight & Balance Manual PSM 1-84-8 for individual airplane configurations.

22. Wheels and Tyres

Tricycle landing gear, retractable, dual side by side wheel type.
Main wheels sized to accept 32 × 8.8−16 or 34 x 10.75-16 tubeless tyres.
Nose gear sized to accept 22 × 6.5−10 tubeless tyres.

IV. Operation and Service Instructions

1. Airplane Flight Manual

PSM 1-84-1A (Models 401 or 402)

2. Airplane Operating Manual

PSM 1-84-1

3. Weight and Balance Manual

PSM 1-84-8

4. Minimum Equipment List Procedures Manual

PSM 1-84-16

5. Airplane Maintenance Manual

PSM 1-84-2

6. Maintenance Requirements Manual

Part 1: MRB Report

Part 2: Airworthiness Limitation Items (ALIs)

a) Certification Maintenance Requirements PSM 1-84-7

b) Structural Maintenance Program

c) System Safe Life Components

7. Service Letters and Service Bulletins

Refer to Publications Index

8. Structural Repair Manual

PSM 1-84-3

9. Cargo Loading Manual

PSM 1-84-8A

10. Illustrated Parts Manual

PSM 1-84-4

11. Task Cards Manual

PSM 1-84-7TC

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.IM.A.191 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014 and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement

1. Master Minimum Equipment List

a. Master Minimum Equipment List reference, PSM 1−84−16A, at the latest applicable revision as per the defined Operational Suitability Data Certification Basis recorded in CRI MMEL-01

b. Required for entry into service by EU operator.

2. Flight Crew Data

a. Flight Crew Data reference “Operational Suitability Data Flight Crew” DOC BAT- DHC-8-OSD-FC, at the latest applicable revision as per the defined Operational Suitability Data Certification Basis CS-FCD dated 31 January 2014.

b. Required for entry into service by EU operator.

3. Cabin Crew Data

a. Cabin Crew Data reference, Doc #CC-E-BD500-402, at the latest applicable revision as per the defined Operational Suitability Data Certification Basis recorded in CRI CCD-01.

b. Required for entry into service by EU operator.

VI. Notes

Note 1
Cabin Interior and Seating Configurations must be approved and are listed in AEROC 8.1.AC.1 Section 400 current issue.

Note 2
DHC-8 Models 401 and 402 are in compliance with the requirements of the ICAO Annex 16, Volume 1 – Chapter 4.

Note 3
For DHC-8 Model -402 Extra Capacity configuration with passenger seating of up to 90, in addition to an approved Cabin Interior and Seating Configuration the aircraft must be equipped with the Type I FWD emergency exit as defined by the following ModSums,or equivalent:

-For aircraft MSN 4455 to MSN 4591: MS 4-458296, MS 4-459035, MS 4-458951 and MS 4-458968.
-For aircraft MSN 4592 and subsequent: MS 4-190614, MS 4-458951 and MS 4- 458968.

Section 6 Administration

I. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
AFM	Aircraft Flight Manual
AMM	Aircraft Maintenance Manual
APU	Auxiliary Power Unit
AWO	All Weather Operations
CAA	Civil Aviation Authority (UK)
CRI	Certification Review Item
CS	Certification Specification
DHC	De Havilland of Canada
DOT	Department of Transport (US)
EASA	European Union Aviation Safety Agency
ELOS	Equivalent Level of Safety
ESF	Equivalent Safety Finding
EU	European Union
EWIS	Electrical Wire Interconnection System
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FCD	Flight Crew Data
FWD	Forward
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
LBA	Luftfahrt-Bundesamt
MMEL	Master Minimum Equipment List
MOD	Modification
MSN	Manufacturer’s Serial Number
MTOW	Maximum Takeoff Weight
OSD	Operational Suitability Data
SFAR	Special Federal Aviation Regulations
TC	Type Certificate
TCCA	Transport Canada Civil Aviation
TCDS	Type Certificate Data Sheet
TCH	Type Certificate Holder
UK	United Kingdom
V_A	Manoeuvring speed
V_{FE}	Maximum flaps extended speed
V_{LO}	Maximum landing gear operating speed
V_{LE}	Maximum landing gear extended speed
V_{MO}	Maximum operating speed

II. Type Certificate Holder Record

TCH Record	Period
De Havilland Aircraft Company of Canada Limited 5800 Explorer Drive Mississauga Ontario L4W 5KG CANADA	Present. No changes.

III. Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
1	24 Jan 2023	The content of the initial issue of this UK CAA TCDS was taken from EASA TCDS EASA.IM.A.191 Issue 13 dated 25th September 2019 which was the current EASA version at 31st December 2020 and therefore the version of the TCDS for the DHC-8 aircraft accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement except as listed below: Title page updated Section 1.II.1 Type certificate number updated Section 5.II.4, Conditions for compliance with JAR 25.801 "Ditching" added Section 5.II.6, Safety Finding D-14 added Section 5.III.20, DHC-8-402 extra Passenger capacity of 90 configuration added Section 5.VI, Note 3 added Changes to reflect EU Exit/editorial changes: All pages date format changed to British date format (day-month-year) U.S English changed to U.K English Sections 2.II.8, 3.II.6, 3.II.8 and 4.II.8 typo mistakes on references to FAR 25 subparagraphs corrected Sections 2.III.7, 3.III.7 and 4.III.7 reference to Propeller type certificate holder updated Sections 2.11.10, 3.11.10, 4.11.10 and 5.11.10 Header changed to "Enviromental Protection Standards". Reference to UK.TC.A.00066 added. Subheadings "Noise" and "Prevention of International Fuel Venting" added Section 2.II.5, 3.II.5, 4.II.5, 5.II.3 "CAA Certification Date" added Section 2.II.6,3.II.6, 4.II.6, 5.II.4 "EASA Certification Basis" changed to "CAA Certification Basis" Section 2.III.5, 3.III.5, 4.III.5, 5.III.7 Note (1) added Section 5.V Approval statement updated to reflect acceptance of EASA approved OSD under UK-EU Trade and Cooperation Agreement	Issue 1 24 Jan 2023

– END –