Civil Aviation Authority
United Kingdom

TYPE-CERTIFICATE DATA SHEET

UK.TC.A.00169

for

CL-600 Challenger 600 Series

Type Certificate Holder

Bombardier Inc.

400 Côte-Vertu Road West
Dorval QC H4S 1Y9
CANADA

Model(s):	CL-600-1A11 (600) CL-600-2A12 (601 Variant) CL-600-2B16 (601-3A Variant) CL-600-2B16 (601-3R Variant) CL-600-2B16 (604 Variant)
Issue:	1
Date of issue:	23 January 2026

TABLE OF CONTENTS

Section 1 General (All Models)

I. General

This Type-Certificate Data Sheet (TCDS) is the concise definition of the type-certificated product accepted and or approved by the Civil Aviation Authority (CAA) in the United Kingdom (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 the European Union Aviation Safety Agency (EASA**)** before 01 January 2021, and were incorporated into EASA TCDS Number EASA.IM.A.023 at Issue 17 dated 06 March 2020, and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

1. Airworthiness Category

CS-25 Large Aeroplanes

2. State of Design Authority

Transport Canada Civil Aviation

National Aircraft Certification

159 Cleopatra Drive

Nepean ON K2G 5X4

CANADA

3. Type Certificate Holder

Bombardier Inc.

400 Côte-Vertu Road West

Dorval QC H4S 1Y9

CANADA

4. Aircraft Designations

The following provides a matrix with all CL-600 models and their corresponding marketing / common designations. For reasons of keeping a historical background record check, the table below contains references to both the regional and business jets.

Model	Series or Variant	Marketing / Common Designation	Applicable Type Certificate Historical background record
CL-600-1A11	600	Challenger 600	Business Jet (Challenger) aircraft models, all covered by TCCA Type Certificate (TC) A-131 and UK CAA UK.TC.A.00169.
CL-600-2A12	601 Variant	Challenger 601	
CL-600-2B16	601-3A Variant	Challenger 601-3A	
CL-600-2B16	601-3R Variant	Challenger 601-3R	
CL-600-2B16	604 Variant	Challenger 604, 605, 650	
CL-600-2B19	Regional Jet 100	Regional Jet 200 / Challenger 850 / CRJ SE	Regional Jet aircraft models, all covered by TCCA TC A-276 and UK CAA TC EASA.IM.A.673. All these Regional Jet aircraft models were previously recorded as follows: A. Under TCCA TC and TC Data Sheets (TCDSs) A-131 Issue 59 until 22 November 2019, when pursuant to CAR 521.357 they were administratively transferred to the new TC/TCDS A-276 Issue 1, and B. Under EASA TC/TCDSs EASA.IM.A.023 Issue 16 until 05 March 2020, when pursuant to Part 21.A.47 they were administratively transferred to the new EASA.IM.A.673
CL-600-2B19	Regional Jet 440	-	
CL-600-2C10	Regional Jet 700	-	
CL-600-2C10	Regional Jet 701	-	
CL-600-2C10	Regional Jet 702	-	
CL-600-2D24	Regional Jet 900	-	
CL-600-2D15	Regional Jet 705	-	
CL-600-2E25	Regional Jet 1000	-	

Section 2 Challenger 600 Series

I. General

1. Type / Variant or Model

Challenger CL-600-1A11 (600)

Challenger CL-600-2A12 (601 Variant)

Challenger CL-600-2B16 (601-3A Variant)

Challenger CL-600-2B16 (601-3R Variant)

Challenger CL-600-2B16 (604 Variant)

II. Certification Basis

1. State of Design Type Certification Date

CL-600-1A11 (600)	10 August 1980
CL-600-2A12 (601 Variant)	25 February 1983
CL-600-2B16 (601-3A Variant)	21 April 1987
CL-600-2B16 (601-3R Variant)	02 July 1993
CL-600-2B16 (604 Variant)	20 September 1995

2. UK CAA Validation Application Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates or grandfathered approval application dates, as per Section 3 below. 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.

3. UK CAA Type Certification Date

Date of first TC issuance within EU (European Union) MS (Member States) by LBA (Luftfahrt-Bundesamt) Germany:

CL-600-1A11 (600)	01 August 1991
CL-600-2A12 (601 Variant)	11 April 1986
CL-600-2B16 (601-3A Variant)	13 March 1991
CL-600-2B16 (601-3R Variant)	16 September 1996
CL-600-2B16 (604 Variant)	09 January 1997

The above constitutes EU members acceptance of the Challenger variant models prior to EASA formation on 28 Sept 2003.

4. TCCA Certification Basis

Refer to TCCA Type Certificate Data Sheet No: A-131.

5. UK CAA Certification Basis

TCCA certification basis defined in Type data sheet A-131. EC 1702/2003 provides for grandfathering of pre-existing certificates compliant to TCCA certification basis that have shown to comply with the safety standards of EASA basic rule EC 1592/2002.

As these have been approved or accepted by the European Union Aviation Safety Agency (EASA**)** before 01 January 2021, the certificates are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

1. Models CL-600-1A11, -2A12, -2B16 (601-3A and 601-3R Variant)

   a) FAR Part 25 dated February 1, 1965, including Amendments 25-1 through 25-37.

   FAR Part 25, Amendment 25-38 paragraphs 675(a), 685(a), 733(c), 775(e), 787(c), 815, 841(b), 951(a), 979(d), and (e), 1041, 1143(e), 1303(a), 1322, 1385(c), 1557(b) and 1583(a); Amendment 25-40 paragraphs 901 (b) and (c), 903(c), and (e), 933(a), 943, 959, 1091(a) and (d), 1145(c), 1199(b) and (c), 1207, 1549 and 1585(a) (9); Amendment 25-41 paragraph 1309; Amendment 25-42, paragraph 1353(c); Amendment 25-45, paragraphs 571 and 629(d) (4) (v); Amendment 25-46, paragraphs 351 and 603.

   b) DOT Airworthiness Requirements contained in DOT letter to Canadair Limited, 5010-10-326 (LIAP), 31 July 1980.

   c) Equivalent safety has been established for the following requirements:

   FAR 25.773 (b)(2) DV Window

   FAR 25.955 (a)(4) Fuel Flow

   d) Compliance with the following optional requirements has been established:

   Ditching provisions of FAR 25.801

   Ice Protection of FAR 25.1419

   e) Special Conditions:

   CL-600-2A12, -2B16 (only):

   DOT Special Condition on stalls contained in DOT letter to Canadair Ltd. 5010-10-377 (ABP/A) dated 25 October 1982.

   DOT Special Conditions on Automatic Take-off Thrust Control System contained in DOT letter to Canadair Ltd. 5010-10-377 (ABP/A) dated 8 November 1982.

   CL-600-1A11 (only):

   Adopted FAA Special Conditions Number 25-94-EA-12 (Docket number 16921) for the Canadair CL-600 airplane.

   CL-600-2A12, -2B16:

   FAA Special Condition 25-ANM-1, Issued in Federal Register 14 CFR Part 21 Docket NM-1 on March 24, 1983.

   f) Additional FAA Requirements

   CL-600-1A11, -2A12, -2B16:

   FAR Part 36 dated December 1, 1969, as amended through Amendment 36-9.

   SFAR 27 dated February 1, 1974 as amended through Amendment SFAR 27-2.

   g) Additional Airworthiness Requirements

   CL-600-2B16 (601-3A) (First Edition) Chapter 3, ICAO Annex 16, Vol I, Aircraft Noise.

   CL-600-2B16 (601-3R) Airworthiness Manual, Chapter 516, Aircraft Noise at Change 516-03 and amendment 3 to Chapter 3, ICAO Annex 16, Vol I, Aircraft Noise.

   For details of the certified noise levels see TCDSN no. UK.TC.A.00169.

2. Model CL-600-2B16 (604 Variant)

a) FAR Part 25 dated February 1, 1965, including Amendment 25-1 through 25-78 except for the following:

FAR Part 25 at Amendment 25-37 for paragraphs 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 installation and Amendment 25-78 for new installation for paragraph 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 973.

FAR Part 25 at Amendment 25-42 for paragraph 109 (as amended by TCCA Issue Paper F2).

FAR Part 25 at Amendment 25-44 for paragraph 1413.

FAR Part 25 at Amendment 25-54 for paragraph 851.

b) DOT Airworthiness Requirements contained in DOT letter to Canadair Limited, 5010-10-377 (ABP/A), 25 October 1982, except paragraph 5.

c) Equivalent safety has been established for the following requirements:

FAR 25.955 (a)(4) Fuel Flow.

FAR 25.103, .107, .119, .121, .125, .143, and .207 Reduced Operating Speed Factors (TCCA Issue Paper F-1).

d) Compliance with the following requirements has been established:

FAR 25.801 Ditching Provisions.

FAR 25.1419 Ice Protection.

e) Special Conditions:

94-2 High Intensity Radiated Fields (HIRF).

94-3 Lightning Protection.

2007-01 Steep Approach and Landing Capability.

f) New FAR Part 25 requirements 562, 810, 819, 832, 858, 869(a)(b), 1421, 1423 and 1450 are not part of the certification basis.

g) Airworthiness Manual, Chapter 516, Aircraft Noise and Emission at change 516-04 and ICAO Annex 16, Vol I, Chapter 3 at Amendment 4.

For details of the certified noise levels see TCDSN no. UK.TC.A.00169.

h) Airworthiness Manual, Chapter 511, Section 511.117, Function and Reliability Test Flying.

i) Additional Technical Conditions (Airworthiness Manual Chapter 525 Requirements):

525.105 (c)(l)	Take-off Performance, Unpaved Runways	Change 525-2
525.125 (b)	Landing Performance, Unpaved Runways	Change 525-2
525.201 (d)	Stall Demonstration	First Edition
525.207 (b)	Stall Warning	First Edition
525.697 (b)	Lift and Drag Devices	First Edition
525.699 (d)	Lift and Drag Devices, Indicator	First Edition
525.1301-1	Airplane Operation After Ground Soak	First Edition
525.1557 (b)(4)	Miscellaneous Markings and Placards	Change 525-3
525.1581 (e)(f)	Airplane Flight Manual	First Edition
525.1581 (g)	Wet and Contaminated Runways	Change 525-4

j) Compliance has been demonstrated with:

FAR Part 36 dated December 1, 1969, as amended through Amendment 36-20.

FAR Part 34 dated August 25, 1990, as amended through Amendment 34-1.

k) Deviations:

CS-ACNS.D.ELS.045 CS-ACNS.D.ADSB.105	ADS-B Out Extended Squitter Installation	CRI F-04/CL600

l) Extended Diversion Time Operations (EDTO):

The aircraft model CL-600-2B16 (604 Variant) has been demonstrated to be compliant with the design requirements for “180 minutes Extended Diversion Time Operation (EDTO) from an adequate aerodrome for two engine aeroplanes without an ETOPS approval”, as per EASA Air-Ops CAT.OP.MPA.140 (a)(2) and (d) (Commission Regulation EU No. 965/2012).

Operational approval must be sought from the State of Registry of each individual aircraft.

3. Operational Suitability Data (OSD)

The UK CAA Type Certification with respect to OSD is defined as follows:

Master Minimum Equipment List (MMEL) – CL-600-1A11/CL-600-2A12/CL-600-2B16 (601-3A/601-3R/604 Variant including Challenger 605 & 650 Marketing Designations): Initial MMEL OSD as per TCCA MMEL/MEL Policy and Procedures Manual (TP9155E) and the TCCA MMEL Guidance Book. Any new or revised MMEL items impacting 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.

Flight Crew Data (FCD) – CL-600-2B16 (604 Variant including Challenger 605 & 650 Marketing Designations): Certification Specifications for OSD Flight Crew Data CS-FCD Initial Issue dated 31 January 2014.

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

Major modifications which define the aircraft as the “Green Configuration” are recorded in document RAZ-604-142 at latest Revision (Definition of type design for JAA type certification).

2. Engines

Models	Engines
CL-600-1A11 (600)	Two Avco Lycoming ALF-502L or ALF-502L-2
CL-600-2A12 (601 Variant)	Two - General Electric CF34-1A or One - General Electric CF34-1A and One CF34-3A or One – General Electric CF34-1A and One CF34-3A2 or * Two - General Electric CF34-3A or * Two - General Electric CF34-3A2 or * One - General Electric CF34-3A and One CF34-3A2
* 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.	
CL-600-2B16 (601-3A Variant)	Two - General Electric CF34-3A or CF34-3A2 or One - General Electric CF34-3A and One CF34-3A2
CL-600-2B16 (601-3R Variant)	Two - General Electric CF34-3A1
CL-600-2B16 (604 Variant)	Two - General Electric CF34-3B

3. Airplane Limit Speeds

CL-600-1A11 (600)				
Airspeed Limits (IAS)			Knots	Mach
	V_{MO} and M_{MO}	(Maximum Operating) Sea Level to 10000 ft *See Flight Manual for variations of V_{MO} and M_{MO} with altitude	301*	*
	V_{FE}	(Flaps extended) 20° 30° 45° 45° **See Flight Manual as listed in Approved Publications	 232 198 170** 190**	
	V_A	(SeeFlight Manual for variations of V_A with altitude and aircraft weight)		
	V_{LO}	(Landing Gear Operating)	197	
	V_{LE}	(Landing Gear Extended)	250	

CL-600-2A12 (601 Variant)				
Airspeed Limits (IAS)			Knots	Mach
	V_{MO} and M_{MO}	(Maximum Operating)		
		Sea Level to 10000 ft	301*	*
		*See Flight Manual for variations of V_{MO} and M_{MO} with altitude		
	V_{FE}	(Flaps extended)		
		20°	232	
		30°	198	
		45°	190	
	V_A	(SeeFlight Manual for variations of V_A with altitude and aircraft weight)		
	V_{LO}	(Landing Gear Operating)	197	
	V_{LE}	(Landing Gear Extended)	250	

CL-600-2B16 (601-3A Variant)				
Airspeed Limits (IAS)			Knots	Mach
	V_{MO} and M_{MO}	(Maximum Operating)		
		Sea Level to 10000 ft	301*	*
		*See Flight Manual for variations of V_{MO} and M_{MO} with altitude		
	V_{FE}	(Flaps extended)		
		20°	232	
		30°	198	
		45°	190	
	V_A	(SeeFlight Manual for variations of V_A with altitude and aircraft weight)		
	V_{LO}	(Landing Gear Operating)	197	
	V_{LE}	(Landing Gear Extended)	250	

CL-600-2B16 (601-3R Variant)				
Airspeed Limits (IAS)			Knots	Mach
	V_{MO} and M_{MO}	(Maximum Operating)		
		Sea Level to 10000 ft	301*	*
		*See Flight Manual for variations of V_{MO} and M_{MO} with altitude		
	V_{FE}	(Flaps extended)		
		20°	232	
		30°	198	
		45°	190	
	V_A	(SeeFlight Manual for variations of V_A with altitude and aircraft weight)		
	V_{LO}	(Landing Gear Operating)	197	
	V_{LE}	(Landing Gear Extended)	250	

CL-600-2B16 (604 Variant)			
Airspeed Limits (IAS)		Knots	Mach
	V_{MO} and M_{MO} (Maximum Operating)		
	Sea Level to 8000 ft	300*	*
	*See Flight Manual for variations of V_{MO} and M_{MO} with altitude		
	V_{FE} (Flaps extended)		
	20°	231	
	30°	197	
	45°	189	
	V_A (SeeFlight Manual for variations of V_A with altitude and aircraft weight)		
	V_{LO} (Landing Gear Operating)	197	
	V_{LE} (Landing Gear Extended)	250	

4. Oil

Oil Capacity:

600-1A11 (600)				
	Per Engine Total (Usable)		APU Total (Usable)	
Litres	13.96	(7.33)	2.70	(1.55)
Imperial Quarts	12.28	(6.45)	2.40	(1.36)

600-2A12 (601 Variant)				
	Per Engine Total (Usable)		APU Total (Usable)	
Litres	6.43	(5.20)	2.70	(1.55)
Imperial Quarts	5.66	(4.58)	2.40	(1.36)

600-2B16 (601-3A Variant)				
	Per Engine Total (Usable)		APU Total (Usable)	
Litres	6.43	(5.20)	2.70	(1.55)
Imperial Quarts	5.66	(4.58)	2.40	(1.36)

600-2B16 (601-3R Variant)				
	Per Engine Total (Usable)		APU Total (Usable)	
Litres	6.43	(5.20)	2.70	(1.55)
Imperial Quarts	5.66	(4.58)	2.40	(1.36)

600-2B16 (604 Variant)				
	Per Engine Total (Usable)		APU Total (Usable)	
Litres	6.43	(5.20)	2.70	(1.55)
Imperial Quarts	5.66	(4.58)	2.40	(1.36)

5. Maximum Certified Weights

Max. Take-off	kg	lbs
600-1A11 (600)		
	18643	41100
	18711	41250
600-2A12 (601 Variant)		
	19550	43100
	20230	44600
	20457	45100
600-2B16 (601-3A Variant)		
	19550	43100
	20230	44600
	20457	45100
600-2B16 (601-3R Variant)		
	20457	45100
600-2B16 (604 Variant)		
604 Variant	21591	47600
604 Variant with SB 604-11-001 Or 604 Variant Serial Number 5640 and Sub	21863	48200

6. Placards

Placards are listed in the following Canadair Limited Drawings:

600-1A11 (600):

- 600-40402
- 600-40452
- 600-51000
- 600-51002
- 600-51004

600-2A12 (601 Variant)

- 601-40402
- 601-40452
- 600-51000
- 600-51002
- 601-51004

600-2B16 (601-3A Variant)

- 601-40402
- 601-40452
- 601A51000
- 601A51002
- 601A51004

600-2B16 (601-3R Variant)

- 601-40402
- 601-40452
- 601A51000
- 601A51002
- 601A51004

600-2B16 (604 Variant)

- 601-40402
- 601-40452
- 604-51000

7. Instructions for Continued Airworthiness

The following publication defines the scope of the Instructions for Continued Airworthiness as required form compliance with FAR 25.1259:

Models	AMM
CL-600-1A11 (600)	Aircraft Maintenance Manual PSP-602
CL-600-2A12 (601 Variant)	Aircraft Maintenance Manual PSP 601-2
CL-600-2B16 (601-3A Variant)	Aircraft Maintenance Manual PSP 601-2 Identification No. CH 601 MM
CL-600-2B16 (601-3R Variant)	Aircraft Maintenance Manual PSP 601-2 Identification No. CH 601 MM
CL-600-2B16 (604 Variant) (from S/N 5301 to 5699)	Aircraft Maintenance Manual Identification No. CH 604 MM
CL-600-2B16 (604 Variant) (from S/N 5701 to 5990)	Aircraft Maintenance Manual Identification No. CH 605 MM
CL-600-2B16 (604 Variant) (S/N 6050 & subs)	Aircraft Maintenance Manual Identification No. CH 650 MM

8. Approved Publications

CL-600-1A11 (600)	Airplane Flight Manual, Canadair Publication RAG-600-101 issue 2 (PSP 600 and PSP 600-1) and subsequent approved issues.
CL-600-2A12 (601 Variant)	a) Airplane Flight Manual, Canadair Publication (DOT) PSP 601-1A and subsequent approved issues. b) Airplane Flight Manual, Canadair Publication (DOT) PSP 601-1B and subsequent approved issues c) Airplane Flight Manual, Canadair Publication (DOT) PSP 601-1A-1 and subsequent approved issues. d) Airplane Flight Manual, Canadair Publication (DOT) PSP 601-1B-1 and subsequent approved issues
CL-600-2B16 (601-3A Variant) CL-600-2B16 (601-3R Variant)	a) Airplane Flight Manual, Canadair Publication (DOT) PSP 601A-1 and subsequent approved issues. b) Airplane Flight Manual, Canadair Publication (DOT) PSP 601A-1-1 and subsequent approved issues. c) Components, which are life limited, are listed in Time Limits/Maintenance Checks, PSP-601A-5.
CL-600-2B16 (604 Variant) (from S/N 5301 to 5699)	a) Airplane Flight Manual, Canadair Publication (DOT) PSP 604-1 and subsequent approved issues. b) Time Limits/Maintenance Checks Manual, Identification No. CH 604 TLMC, Section 5-10 or later approved revisions which consists of the Damage Tolerance Inspections, Certification Maintenance Requirements, and Life Limited Parts. This information is consistent with Canadair Documents RAS-604-990, RBR-604-167 and RBR-604-300, respectively.
CL-600-2B16 (604 Variant) (from S/N 5701 to 5990)	a) Airplane Flight Manual, Canadair Publication (DOT) PSP 605-1 and later approved revisions. b) Time Limits/Maintenance Checks Manual, Identification No. CH 605 TLMC, section 5-10 or later approved revisions which consists of the Damage Tolerance Inspections, Certification Maintenance Requirements, and Life Limited Parts. This information is consistent with Canadair Documents RAS-604DX-990, RBR-604-167 and RBR-604-300, respectively.
CL-600-2B16 (604 Variant) (S/N 6050 & subs)	a) Airplane Flight Manual, Canadair Publication (DOT) PSP 650-1 and later approved revisions. b) Time Limits/Maintenance Checks Manual, Identification No. CH 650 TLMC, section 5-10 or later approved revisions which consists of the Damage Tolerance Inspections, Certification Maintenance Requirements, and Life Limited Parts. This information is consistent with Canadair Documents RAS-604DX-990, RBR-604-167 and RBR-604-300, respectively.

9. Minimum Flight Crew

Minimum Flight Crew: 2 (Pilot and Co-pilot)

10. Maximum Seating Capacity

22, including 3 crew (1 Pilot, 1 Co-Pilot, 1 Flight Attendant)

(19 Passengers as limited by number of exits provided – see Note 2)

11. Auxiliary Power Unit (APU)

CL-600-1A11, -2A12 (Pre Service Bulletin 601-0568), -2B16 (Up to and including Serial Number 5630 and Pre Service Bulletin 601-0568 or 604-49-006): Garrett GTCP-36-100-E. Approved to TSO C-77.

CL-600-2B16 (S/N 5631 and subsequent, or post Service Bulletin 601-0568 or 604-49-006): Honeywell 36-150(CL). Approved to TSO C-77.

APU Limits:

<table>
<tr><td>CL-600-1A11 (600)</td><td>Garrett GTCP-36-100-E</td><td><u>Limits</u>
Maximum RPM: 110%
Maximum EGT: Running 731°C
Starting 974°C
Below 60% RPM 870˚C Maximum 20 seconds</td></tr>
<tr><td>CL-600-2A12 (601 Variant)</td><td rowspan="3">Honeywell 36-150(CL)</td><td rowspan="3"><u>Limits</u>
Maximum RPM: 110%
Maximum EGT: Running 731°C
Starting 974°C
See AFM PSP 604-1 (for S/N 5301 to 5699), AFM PSP 605-1 (for S/N 5701 to 5990) and AFM PSP 650-1 (for S/N 6050 & subs) for APU limitations</td></tr>
<tr><td>CL-600-2B16 (601-3A Variant)
CL-600-2B16 (601-3R Variant)</td></tr>
<tr><td>CL-600-2B16 (604 Variant)</td></tr>
</table>

12. Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and defined in the Type Certificate Type Design Definition, (RAL-604-0001) must be installed in the airplane for certification.

13. Operational Suitability Data

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.IM.A.023 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

   The Master Minimum Equipment List has been approved as per the defined Operational Suitability Data Certification Basis and as documented in European Union Aviation Safety Agency Master Minimum Equipment List, Bombardier Business Jet, CL 600/601/601-3A/601-3R/604/605/650, Revision Original, CSP 600-158, dated 25 November 2015, or later approved revisions.

2. Flight Crew Data

   The Flight Crew data has been approved as per the defined Operational Suitability Data Certification Basis and as documented in “Bombardier Challenger 604/605/650 Operational Suitability Data (OSD) – Flight Crew, (Ref: BAT-CL600-OSD-FC Initial Issue dated 04 December 2015)” or later approved revisions.

14. Part 26 Compliance Information

For all models, compliance with point 26.300(a) of UK Regulation (EU) 2015/640 Annex 1 (Part 26) has been accepted by UK CAA as a result of the demonstration of compliance to Commission Regulation (EU) 2015/640 Annex 1 (Part-26) and approval by EASA, by demonstrating compliance to Part-26.301; 26.304 and 26.305 requirements.

15. Notes

1. Approved Airplane Flight Manual: The airplane must be operated according to the appropriate approved Airplane Flight Manual.

2. This aircraft Type Certificate defines an aircraft that 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 to the Basis of Certification.

3. CL-600-2B16 (604 Variant S/N 5301 to 5699):

   The airplane is equipped with a Cockpit Voice Recorder (CVR) and associated components. Satisfactory functioning of the microphone and recording facilities have not been demonstrated by Canadair, and cannot be completed until installation of an interior and completion of SB 604-23-001. This note does not apply for aircraft Serial Number 5701 and subsequent.

4. CL-600-2B16 (604 Variant):

   For green aircraft, smoke goggles are provided with ferry kit and are stowed in side console compartments. For completed aircraft, dedicated storage shall be provided by completion for pilot and co-pilot smoke goggles to ensure that goggles are protected from damage and are readily available to crew in an emergency.

5. CL600-2B16 (604 Variant):

   FAR 25.109: The aircraft accelerate stop performance is established using the criteria specified in Issue Paper F-2, Accelerate-Stop Distance. The criteria used anticipate proposed changes to FAR 25.109.

6. Major modifications, which define the aircraft as the “Green Configuration”, are recorded in document RAZ-604-142 rev - - or later approved revisions (Definition of type design for EASA type certification).

7. The Challenger 605 is a marketing designation of the Challenger CL-600-2B16 (604 Variant) for aircraft serial number 5701 to 5990.

8. The Challenger 650 is a marketing designation of the Challenger CL-600-2B16 (604 Variant) starting at aircraft serial number 6050.

9. The following includes the effectivity ranges for the Challenger 600 variant type models

CL600-1A11	- 1002, 1004 to 1085
CL600-2A12	- 1003, 3001 to 3066
CL600-2B16 (6013A Variant)	- 5001 to 5134
CL600-2B16 (6013R Variant)	- 5135 to 5194
CL600-2B16 (604 Variant)	- 5301 to 5699, 5701 to 5990, 6050 and subs

Section 3 Administration

I. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
ADS-B	Automatic Dependent Surveillance–Broadcast
AMM	Aircraft maintenance Manual
APU	Auxiliary Power Unit
CAA	Civil Aviation Authority
CAR	Canadian Aviation Regulations
CFR	Code of Federal Regulations
CRI	Certification Review Item
CS	Certification Specification
DOT	Department of Transportation
DV	Direct Vision
EASA	European Union Aviation Safety Agency
EC	European Comission
EDTO	Extended Diversion Time Operations
ETOPS	Extended-range Twin-engine Operations Performance Standards
EU	European Union
FAR	Federal Aviation Regulations
FCD	Flight Crew Data
HIRF	High Intensity Radiated Fields
IAS	Indicated Airspeed
ICAO	International Civil Aviation Organization
JAA	Joint Aviation Authorities
MEL	Minimum Equipment List
MMEL	Master Minimum Equipment List
MS	Member States
OSD	Operational Suitability Data
SB	Service Bulletin
SFAR	Special Federal Aviation Regulation
TC	Type Certificate
TCCA	Transport Canada Civil Aviation
TCDS	Type Certificate Data Sheet
TCDSN	Type Certificate Data Sheet for Noise
TCH	Type Certificate Holder
TSO	Technical Standard Order
UK	United Kingdom

Administration

II. Type Certificate Holder Record

TCH Record	Period
Bombardier Inc. 400 Côte-Vertu Road West Dorval QC H4S 1Y9 CANADA	Present. No changes.

III. Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
1	23 Jan 2026	The content of the initial issue of this UK CAA TCDS was taken from EASA TCDS No. EASA.IM.A.023 Issue 17 dated 06 March 2020 which was the current EASA version at 31 December 2020 and therefore the version of the TCDS for the CL-600 accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement, except as listed below: Section 2, part II, paragraph 5: addition of references to TCDSN no. UK.TC.A.00169. Section 2, part III, paragraph 14: addition of Part 26 Compliance Information.	Issue 1 23 Jan 2026

– END –

Annex to TCDS UK.TC.A.00169

This Annex was created to make public non-proprietary data contained in selected UK specific Special Conditions, Deviations, or Equivalent Safety Findings that are part of the applicable Certification Basis as recorded in TCDS UK.TC.A.00169.

Only those Conditions, Deviations, or Equivalent Safety Findings raised on or after 01 January 2021 shall be included in this Explanatory Note.

For Special Conditions, Deviations or Equivalent Safety Findings included as part of the Certification Basis prior to 01 January 2021, refer to the EASA Explanatory Note to EASA TCDS EASA.IM.A.023.

I. **Special Conditions**

None

II. Deviations

None

III. Equivalent Safety Findings

None