TYPE-CERTIFICATE
DATA SHEET

No. EASA.A.186

for
CN-235 / C-295

Type Certificate Holder:
Airbus Defence and Space S.A
Avda. de Aragon 404
28022, Madrid
Spain

For Models: CN-235, CN-235-100, CN-235-200, CN-235-300, C-295
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SECTION 1: MODEL CN-235

I. General

1. Type/ Model/ Variant
   CN-235
   The aeroplanes covered by this section have the Serial Number format C-XXX.

2. Performance Class
   A

3. Certifying Authority*
   EASA

4. Manufacturer (See Note 6)
   Airbus Defence and Space, S.A.
   Avda. de Aragón, 404, 28022
   28022, Madrid
   Spain

5. State of Design Authority Certification Application Date
   DGAC-ES, 16 July 1981

6. EASA Type Certification Application Date
   N/A

7. State of Design Authority Type Certificate Date
   DGAC-ES, 22 August 1986

8. EASA Type Certification Date
   N/A
   EASA grandfhatered the DGAC-ES TC 01/86*.

(*): Data Sheet from the Spanish Type Certificate Nr 01/86 remains a valid reference for design data approved before 31 May 2007. Those Data Sheets, or Hojas de Datos, as they were issued, in Spanish language, by Dirección General de Aviación Civil, DGAC-ES, can, currently, be obtained from Agencia Estatal de Seguridad Aérea, AESA. The document references appearing in those Data Sheets, as DGAC-ES approved (aprobado por DGAC) documents have been recorded, herein, as “EASA approved” documents.
SECTION 1: MODEL CN-235 - continued

II. Certification Basis

1. Reference Date for determining the applicable requirements
   16 July 1981

2. State of Design Airworthiness Authority Type Certification Data Sheet No.
   DGAC-ES, 01/86

3. State of Design Airworthiness Authority Certification Basis
   Spain

4. EASA Airworthiness Requirements
   US Code of Federal Regulations, Title 14, Part 25 (FAR 25), effective from 1 Feb 1965,
   including all amendments from 25-1 to 25-54.
   TC-holder elected to comply with optional requirement FAR 25.1419: Ice protection.

5. Special Conditions

6. Exemptions
   Exemption to FAR 25.571(e)(2), granted by DGAC-ES on 24 July 1986.

7. Deviations
   None.

8. Equivalent Safety Findings
   ESF to FAR 25.1305(a)(2): “Fuel quantity indicator”

9. Environmental Protection
   Standards:
SECTION 1: MODEL CN-235 - continued

III. Technical Characteristics and Operational Limitations

1. Type Design Definition
   Defined in TC-Holder document number DT-86-3010 “List of Drawings of the Certification Configuration”.

2. Description
   A high wing, twin-engine turboprop aircraft equipped to carry up to 40 passengers and cargo in a pressurized cabin and intended for short to medium transport routes.

3. Equipment
   The basic required equipment, as prescribed in the applicable EASA Regulation, must be installed on the aircraft.
   For model CN-235, the approved equipment is related in the TC-holder document number DT-86-3309.

4. Dimensions

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Span</td>
<td>25.81 m</td>
</tr>
<tr>
<td>Length</td>
<td>21.40 m</td>
</tr>
<tr>
<td>Height</td>
<td>8.18 m</td>
</tr>
<tr>
<td>Wing Area</td>
<td>60 m²</td>
</tr>
</tbody>
</table>

5. Engines
   Two (2) Engines General Electric Company.
   Model CT7-7A free turbine turboprop.
   Power turbine/propeller reduction gearing 15.9:1

5.1 Engine Limits:
   The Maximum Continuous and Take off Static Sea Level ratings at ISA:

<table>
<thead>
<tr>
<th>Conditions</th>
<th>Rated Shaft Horse Power (SHP)</th>
<th>Residual Thrust (Lb.)</th>
<th>ITT (°C)</th>
<th>Maximum NG (RPM)</th>
<th>Maximum Torque (ft.lb.)</th>
<th>Fuel Specific Consumption (Lb/shp/hr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take off (5 min)</td>
<td>1 700</td>
<td>160</td>
<td>930</td>
<td>45 000</td>
<td>413</td>
<td>0.478</td>
</tr>
<tr>
<td>Max Cont.</td>
<td>1 700</td>
<td>160</td>
<td>917</td>
<td>44 720</td>
<td>413</td>
<td>0.487</td>
</tr>
</tbody>
</table>

6. Auxiliary Power Unit
   N/A
SECTION 1: MODEL CN-235 - continued

7. Propellers
Two (2) Propellers Hamilton Standard, Model 14RF-21.
Blades: Four (4), Model RFC11L1-0C.
Diameter: 3 359 mm Maximum; 3 351 mm Minimum

Blade Angle measured at 1 067 mm radius station:

<table>
<thead>
<tr>
<th>Condition</th>
<th>Angle (°) ±</th>
<th>Margin (°)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground Idle</td>
<td>-3.7</td>
<td>±1.0</td>
</tr>
<tr>
<td>Max. Reverse</td>
<td>-12.4</td>
<td>±1.3</td>
</tr>
<tr>
<td>Feather</td>
<td>80.8</td>
<td>±0.5</td>
</tr>
<tr>
<td>Flight Idle</td>
<td>16.7</td>
<td>±0.8</td>
</tr>
</tbody>
</table>

Propeller Spinner: P/N 790185-1
Propeller De-icer: Included in Blade P/N

8. Fluids (Fuel, Oil, Additives, Hydraulics)

Fuel:

<table>
<thead>
<tr>
<th>Designation</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>JP-8</td>
<td>MIL-T-83133</td>
</tr>
<tr>
<td>Jet A</td>
<td>ASTM D1655</td>
</tr>
<tr>
<td>Jet A-1</td>
<td>ASTM D1655</td>
</tr>
<tr>
<td>Jet B</td>
<td>ASTM D1655</td>
</tr>
<tr>
<td>JP-4</td>
<td>MIL-T-5624</td>
</tr>
<tr>
<td>JP-5</td>
<td>MIL-T-5624</td>
</tr>
</tbody>
</table>

Oil:

<table>
<thead>
<tr>
<th>Vol. (L)</th>
<th>Moment Arm (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.9 litres / engine tank</td>
<td>8 902</td>
</tr>
<tr>
<td>3.6 litres usable / engine tank</td>
<td></td>
</tr>
<tr>
<td>4.7 litres / propeller tank</td>
<td>8 026</td>
</tr>
<tr>
<td>1.4 litres usable / propeller tank</td>
<td></td>
</tr>
</tbody>
</table>

9. Fluid Capacities

Usable Fuel (see Note 1.1 for Unusable Fuel)

<table>
<thead>
<tr>
<th>Location</th>
<th>Volume (L)</th>
<th>Weight (Kg)</th>
<th>Moment Arm (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right Wing</td>
<td>Main 1 020</td>
<td>816</td>
<td>10 400</td>
</tr>
<tr>
<td></td>
<td>Aux 1 590</td>
<td>1 272</td>
<td>10 476</td>
</tr>
<tr>
<td>Left Wing</td>
<td>Main 1 020</td>
<td>816</td>
<td>10 400</td>
</tr>
<tr>
<td></td>
<td>Aux 1 590</td>
<td>1 272</td>
<td>10 476</td>
</tr>
<tr>
<td>Total</td>
<td>5 220</td>
<td>4 176</td>
<td>10 446</td>
</tr>
</tbody>
</table>

Fuel weight is based upon fuel density 0.80 Kg/litre.
Pressure fuelling: Maximum pressure for pressure fuelling is 50 psi.
SECTION 1: MODEL CN-235 - continued

10. Airspeed Limits

Unless otherwise noted below, airspeeds are indicated airspeeds in knots:

- $V_{MO}$ (Maximum Operating):
  
<table>
<thead>
<tr>
<th>Height</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea Level</td>
<td>240 Knots</td>
</tr>
<tr>
<td>20 000 feet</td>
<td>210 knots</td>
</tr>
<tr>
<td>25 000 feet</td>
<td>190 knots</td>
</tr>
</tbody>
</table>

  (Straight line variation between points)

- $V_A$ (Manoeuvring):
  
  Sea Level to 25 000 feet: 160 Knots.

- $V_{FE}$ (Maximum Flap Extended):
  
<table>
<thead>
<tr>
<th>Condition</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take off, 8°</td>
<td>160 Knots</td>
</tr>
<tr>
<td>Approach, 10°</td>
<td>160 Knots</td>
</tr>
<tr>
<td>Landing, 23°</td>
<td>150 Knots</td>
</tr>
</tbody>
</table>

- $V_{LE}$ (Maximum Landing Gear Extended)
  
  150 Knots

For other Airspeed Limits, see the appropriate “EASA approved” Aircraft Flight Manual, listed herein, for further definition.

11. Flight Envelope

- Maximum Operating Altitude: 25 000 feet

12. Operating Limitations

12.1 Approved Operations

- Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly.

12.2 Other Limitations

- Elevator: Up 30.0° ± 0.5° Down 15.0° ± 0.5°

  Up to A/C Serial Number C-005; C-005 included:
  Normal & Emergency Elevator Trim Tabs: Up 0.5° ± 0.5° Down 8.5° ± 0.5°

  From Serial Number C-006 on:
  Normal Trim Tab: Up -0.5° ± 0.5° Down 9.5° ± 0.5°
  Emergency Trim Tab: Up 2.0° ± 0.5° Down 7.0° ± 0.5°
  Elevator balance tab:
  Up (for +15° elevator) 1.75° ± 0.5°
SECTION 1: MODEL CN-235 - continued

Down (for -30° elevator) 9.50° ± 0.5°  
Rudder: Right 17.0° ± 0.25° Left 12.0°± 0.25°  
Rudder trim tab: Right 5.0° ± 0.5° Left 3.0° ± 0.5°  
Rudder balance tab:  
Right (for +12° rudder) 2.5° ± 0.25°  
Left (for -17° rudder) 5.0° ± 0.25°

Ailerons: Up 20.0° ± 0.5° Down 20.0° ± 0.5°  
Aileron trim tab: Up 8.0° ± 0.5° Down 8.0° ± 0.5°  
Aileron balance tabs:  
Trailing edge up for aileron 0°: 5.0° ± 0.5°  
Trailing edge down for aileron 20° up: 8.0° ± 0.5°  
Trailing edge up for aileron 20° down: 18.0° ± 0.5°

Flaps (inner and outer)  
Cruise 0.0° ± 0.5°  
Take off 8.0° ± 0.5°  
Approach 10.0° ± 0.5°  
Landing 23.0° ± 0.5°

All measurements are taken at trailing edge from neutral position.

13. Maximum Certified Masses

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramp</td>
<td>14 450 Kg</td>
</tr>
<tr>
<td>Take off</td>
<td>14 400 Kg</td>
</tr>
<tr>
<td>Landing</td>
<td>14 200 Kg</td>
</tr>
<tr>
<td>Zero Fuel</td>
<td>13 600 Kg</td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range

See the appropriate “EASA approved” Aircraft Flight Manual, listed herein, for further definition.

15. Datum

The fuselage datum, Sta. 0.0, is located 2 347 mm forward to the fuselage jig point (rivet), which is located on the underside fuselage skin, immediately forward of fuselage Frame 1A.

16. Mean Aerodynamic Chord (MAC)

Length: 2 561 mm  
L.E. of MAC: 9 591.29 mm aft of fuselage datum

17. Levelling Means

Plumb-bob suspended from aft face of aft cockpit compartment bulkhead over reticule on floor.

18. Minimum Flight Crew

Two (2). Pilot and Co-pilot

19. Minimum Cabin Crew

(in accordance with the emergency evacuation test)  
Not Available
SECTION 1: MODEL CN-235 - continued

20. Maximum Seating Capacity
   39 for aircraft with S/N up to C-005; C-005 included (See Note 1.2).
   40 for aircraft with S/N from C-006 on.

21. Baggage/ Cargo Compartment
   and Weight and Balance Control and Loading Data Manual for model CN-235: TC holder
   document number DT-85-3502.

22. Wheels and Tyres
   Refer to the approved equipment that is related in the TC-holder document number DT-86-3309.

23. ETOPS
   N/A
IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)


   Aircraft operation must be in accordance with the Aircraft Flight Manual (AFM) listed above.

   All placards required in either the approved AFM, the applicable operating rules, or the certification basis must be installed on the aircraft.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

   For series CN-235, required structural inspections, inspection times and retirement times for structural parts and for components are listed in Section 1.4.2 of TC-holder document number DT-86-3001. Material covered in this section must not be changed without EASA approval.

   For series CN-235, system certification maintenance requirements are included in Section 1.4.1 of TC-holder document number DT-86-3001. Material covered in this section must not be changed without EASA approval.

   For series CN-235, engine certification maintenance requirements are included in Appendix 1 to Maintenance Review Board Report, TC-holder document number MRB_CN-235-PV01. Material covered in this Appendix must not be changed without EASA approval.

3. Weight and Balance Manual (WBM)

   Refer to Aircraft Weight and Balance Control and Loading Data Manual for model CN-235: TC holder document number DT-85-3502.

4. Service Letters and Service bulletins

   The Services Bulletins issued by the TC-holder corresponding to major modifications will be approved by EASA. The Service Bulletins corresponding to minor modifications will be approved by the TC-holder according to the privileges granted via DOA EASA.21J.032 dated July 30th, 2004. In both cases, the Service Bulletins will have the corresponding declaration of approval.
SECTION 1: MODEL CN-235 - continued

V. Notes

Note 1.1

a) A current Weight and Balance Manual must be in each aircraft at the time of original airworthiness certification and at all times thereafter except in case an operator has an approved system for weight and balance control.

b) The aircraft empty weight and corresponding centre of gravity location must include:

- Total engine and propeller oil: 21.58 kg in the station 8 545 mm
- Hydraulic fluid: 17.70 kg in the station 11 715 mm
- Unusable fuel: 34.94 kg listed as follows

<table>
<thead>
<tr>
<th>Unusable Fuel</th>
<th>Volume (L)</th>
<th>Weight (Kg)</th>
<th>Arm (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drainable</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Left Wing</td>
<td>16.08</td>
<td>12.91</td>
<td>10 406</td>
</tr>
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<td>12.91</td>
<td>10 406</td>
</tr>
<tr>
<td>Trapped Fuel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tanks &amp; Fuel Lines</td>
<td>11.35</td>
<td>9.12</td>
<td>10 416</td>
</tr>
<tr>
<td>Total Unusable Fuel</td>
<td>43.51</td>
<td>34.94</td>
<td>10 408</td>
</tr>
</tbody>
</table>

c) The aircraft must be loaded in accordance with section 2 of the approved Aircraft Flight Manual and the C.G. must be within the specified limits at all times.

Note 1.2

Aircrafts, model CN-235, with serial numbers from C-001 to C-005, inclusive, can be modified to transport 40 passengers according to TC-holder drawing number 35-83292-00.
SECTION 2: MODEL CN-235-100

I. General

1. Type/ Model/ Variant
   CN-235-100.
   The aeroplanes covered by this Section have the Serial Number format C-XXX.

2. Performance Class
   A

3. Certifying Authority*
   EASA

4. Manufacturer (See Note 6)
   Airbus Defence and Space, S.A.
   Avda. de Aragón, 404, 280022
   28022, Madrid
   Spain

5. State of Design Authority Certification Application Date
   DGAC-ES, 3rd December 1981

6. EASA Type Certification Application Date
   N/A

7. State of Design Authority Type Certificate Date
   DGAC-ES, 09th December 1988

8. EASA Type Certification Date
   N/A
   EASA grandfathered the DGAC-ES TC 01/86*

(*): Data Sheet from the Spanish Type Certificate Nr 01/86 remains a valid reference for design data approved before 31 May 2007. Those Data Sheets, or Hojas de Datos, as they were issued, in Spanish language, by Dirección General de Aviación Civil, DGAC-ES, can, currently, be obtained from Agencia Estatal de Seguridad Aérea, AESA. The document references appearing in those Data Sheets, as DGAC-ES approved (aprobado por DGAC) documents have been recorded, herein, as “EASA approved” documents.
SECTION 2: MODEL CN-235-100- continued

II. Certification Basis

1. Reference Date for determining the applicable requirements
   3rd December 1981
2. State of Design Airworthiness Authority Type Certification Data Sheet No.
   DGAC-ES, 01/86
3. State of Design Airworthiness Authority Certification Basis
   Spain
4. EASA Airworthiness Requirements
   US Code of Federal Regulations, Title 14, Part 25 (FAR 25), effective from 1 Feb 1965,
   including all amendments from 25-1 to 25-59, 25-61 and 25-62.
   TC-holder elected to comply with optional requirement FAR 25.1419: Ice protection.
5. Special Conditions
   SC-S01/88 “Lightning Protection indirect effects”
   SC-S02/88 “External radiation effects on the aircraft systems”
6. Exemptions
7. Deviations
   None
8. Equivalent Safety Findings
   ESF to FAR 25.1305(a)(2): “Fuel quantity indicator”
9. Environmental Protection
   For more detail information refer to TCDSN A.186
SECTION 2: MODEL CN-235-100- continued

III. Technical Characteristics and Operational Limitations

1. Type Design Definition
   Defined in TC-holder document number DT-87-3003 “List of Drawings of the Certification Configuration”.

2. Description
   A high wing, twin-engine turboprop aircraft equipped to carry up to 44 passengers and cargo in a pressurized cabin and intended for short to medium transport routes.

3. Equipment
   The basic required equipment as prescribed in the applicable EASA Regulation must be installed on the aircraft.
   For CN-235-100 model, the approved equipment is related in the TC-holder document number DT-88-3003 (see Note 2.2 ).
SECTION 2: MODEL CN-235-100- continued

4. Dimensions

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Span</td>
<td>25.81 m</td>
</tr>
<tr>
<td>Length</td>
<td>21.40 m</td>
</tr>
<tr>
<td>Height</td>
<td>8.18 m</td>
</tr>
<tr>
<td>Wing Area</td>
<td>60 m²</td>
</tr>
</tbody>
</table>

5. Engines

Two (2) Engines General Electric Company
Model CT7-9C free turbine turboprop.
Power turbine/propeller reduction gearing 15.9:1.

Engine Limits:

The Maximum Continuous and Take off Static Sea Level ratings at ISA:

<table>
<thead>
<tr>
<th>Conditions</th>
<th>Shaft Horse Power (SHP)</th>
<th>Residual Thrust (Lb.)</th>
<th>ITT (°C)</th>
<th>Maximum NG (RPM)</th>
<th>Maximum Torqu (ft.lb.)</th>
<th>Fuel Specific Consumption (Lb/shp/hr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take off (5 min)</td>
<td>1 750</td>
<td>168</td>
<td>921*</td>
<td>45 300**</td>
<td>425</td>
<td>0.461</td>
</tr>
<tr>
<td>Take off (APR on)</td>
<td>1 870</td>
<td>179</td>
<td>950</td>
<td>45 615</td>
<td>454</td>
<td>0.455</td>
</tr>
<tr>
<td>Max Cont.</td>
<td>1 750</td>
<td>168</td>
<td>917</td>
<td>45 614</td>
<td>425</td>
<td>0.461</td>
</tr>
</tbody>
</table>

*When OAT is lower than 35°C, ITT limit is 921°C. When OAT is between 35°C and 41°C the ITT limit has a lineal variation with the OAT, from 921°C to 944°C at sea level. When OAT is higher than 41°C the ITT limit is 950°C at sea level.

**If OAT is higher than 41°C, the take-off limit with APR on is applied.

6. Auxiliary Power Unit

N/A

7. Propellers

Two (2) Propellers Hamilton Standard, Model 14RF-21.
Blades: Four (4), Model RFC11R1-0C
Diameter: 3 359 mm Maximum; 3 351 mm Minimum

Blade Angle measured at 1 067 mm radius station:

<table>
<thead>
<tr>
<th>Condition</th>
<th>Angle (°) ± Error (°)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground Idle</td>
<td>-3.7° ± 1.0°</td>
</tr>
<tr>
<td>Max. Reverse</td>
<td>-12.4° ± 1.3°</td>
</tr>
<tr>
<td>Feather</td>
<td>80.8° ± 0.5°</td>
</tr>
<tr>
<td>Flight Idle</td>
<td>16.7° ± 0.8°</td>
</tr>
</tbody>
</table>

Propeller Spinner: P/N 790185-1
Propeller De-icer: Included in Blade P/N
SECTION 2: MODEL CN-235-100- continued

8. Fluids (Fuel, Oil, Additives, Hydraulics)

Fuel:

<table>
<thead>
<tr>
<th>Designation</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>JP-8</td>
<td>MIL-T-83133</td>
</tr>
<tr>
<td>Jet A</td>
<td>ASTM D1655</td>
</tr>
<tr>
<td>Jet A-1</td>
<td>ASTM D1655</td>
</tr>
<tr>
<td>Jet B</td>
<td>ASTM D1655</td>
</tr>
<tr>
<td>JP-4</td>
<td>MIL-T-5624</td>
</tr>
<tr>
<td>JP-5</td>
<td>MIL-T-5624</td>
</tr>
</tbody>
</table>

Oil:

<table>
<thead>
<tr>
<th>Vol. (L)</th>
<th>Moment Arm (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.9 litres/ engine tank</td>
<td>8 902</td>
</tr>
<tr>
<td>3.6 litres usable / engine tank</td>
<td></td>
</tr>
<tr>
<td>4.7 litres/ propeller tank</td>
<td>8 026</td>
</tr>
<tr>
<td>1.4 litres usable / propeller tank</td>
<td></td>
</tr>
</tbody>
</table>

9. Fluid Capacities

Fuel:

Usable Fuel (see Note 2.1 for Unusable Fuel)

<table>
<thead>
<tr>
<th>Location</th>
<th>Volume (L)</th>
<th>Weight (Kg)</th>
<th>Moment Arm (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right Wing</td>
<td>Main 1 020</td>
<td>816</td>
<td>Right Wing</td>
</tr>
<tr>
<td></td>
<td>Aux 1 590</td>
<td>1 272</td>
<td></td>
</tr>
<tr>
<td>Left Wing</td>
<td>Main 1 020</td>
<td>816</td>
<td>Left Wing</td>
</tr>
<tr>
<td></td>
<td>Aux 1 590</td>
<td>1 272</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>5 220</td>
<td>4 176</td>
<td>10 446</td>
</tr>
</tbody>
</table>

Fuel weight is based upon fuel density 0.80 Kg/litre.
Pressure fuelling: Maximum pressure for pressure fuelling is 50 psi.

10. Airspeed Limits

Unless otherwise noted below, airspeeds are indicated airspeeds in knots:

- \( V_{MO} \) (Maximum Operating) (See Note 2.2)

<table>
<thead>
<tr>
<th>Sea Level</th>
<th>240 Knots</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 000 feet</td>
<td>210 knots</td>
</tr>
<tr>
<td>25 000 feet</td>
<td>190 knots</td>
</tr>
</tbody>
</table>

(Straight line variation between points)

- \( V_A \) (Manoeuvring)

Sea Level to 25 000 feet: 160 Knots
SECTION 2: MODEL CN-235-100- continued

- VFE (Maximum Flap Extended)

<table>
<thead>
<tr>
<th></th>
<th>Take off, 10°</th>
<th>160 Knots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approach, 15°</td>
<td>160 Knots</td>
<td></td>
</tr>
<tr>
<td>Landing, 23°</td>
<td>150 Knots</td>
<td></td>
</tr>
</tbody>
</table>

- VLE (Maximum Landing Gear Extended)

150 Knots

For other Speed Limits, see the appropriate “EASA approved” Aircraft Flight Manual, listed herein, for further definition.

11. Flight Envelope

Maximum Operating Altitude: 25 000 feet

12. Operating Limitations

12.1 Approved Operations

Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly.

12.2 Other Limitations

Elevator: Up 30.0° ± 0.5° Down 15.0° ± 0.5°
Normal Trim Tab: Up -0.5° ± 0.5° Down 9.5° ± 0.5°
Emergency Trim Tab: Up 2.0° ± 0.5° Down 7.0° ± 0.5°

Elevator balance tab:
Up (for +15° elevator) 1.75° ± 0.5°
Down (for -30° elevator) 9.50° ± 0.5°

Rudder: Right 17.0° ± 0.25° Left 12.0° ± 0.25°
Rudder trim tab: Right 5.0° ± 0.5° Left 3.0° ± 0.5°

Rudder balance tab:
Right (for +12° rudder) 2.5° ± 0.25°
Left (for -17° rudder) 5.0° ± 0.25°

Ailerons: Up 20.0° ± 0.5° Down 20.0° ± 0.5°
Aileron trim tab: Up 8.0° ± 0.5° Down 8.0° ± 0.5°

Aileron balance tabs:
Trailing edge up for aileron 0°: 5.0° ± 0.5°
Trailing edge down for aileron 20° up: 8.0° ± 0.5°
Trailing edge up for aileron 20° down: 18.0° ± 0.5°

Flaps (inner and outer)
Cruise 0.0° ± 0.5°
Take off 10.0° ± 0.5°
Approach 15.0° ± 0.5°
Landing 23.0° ± 0.5°

All measurements are taken at trailing edge from neutral position
SECTION 2: MODEL CN-235-100- continued

13. Maximum Certified Masses

<table>
<thead>
<tr>
<th>Category</th>
<th>Mass</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramp</td>
<td>14 450 Kg</td>
</tr>
<tr>
<td>Take off</td>
<td>14 400 Kg</td>
</tr>
<tr>
<td>Landing</td>
<td>14 200 Kg</td>
</tr>
<tr>
<td>Zero Fuel</td>
<td>13 600 Kg</td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range

See the appropriate “EASA approved” Aircraft Flight Manual, listed herein, for further definition.

15. Datum

The fuselage datum, Sta. 0.0, is located 2 347 mm forward to the fuselage jig point (rivet), which is located on the underside fuselage skin, immediately forward of fuselage Frame 1A.

16. Mean Aerodynamic Chord (MAC)

Length: 2 561 mm
L.E. of MAC: 9 591.29 mm aft of fuselage datum

17. Levelling Means

Plumb-bob suspended from aft face of aft cockpit compartment bulkhead over reticule on floor.

18. Minimum Flight Crew

Two (2). Pilot and Co-pilot

19. Minimum Cabin Crew

(in accordance with the emergency evacuation test)

20. Maximum Seating Capacity

44 Passengers

21. Baggage/ Cargo Compartment

Refer to Aircraft Flight Manual for model CN-235-100: TC-holder document number DT-87-3501 (see Note 2.2) and to Aircraft Weight and Balance Control and Loading Data Manual for model CN-235-100: TC-holder document number DT-88-3503 (see Note 2.2).

22. Wheels and Tyres

For CN-235-100 model, the approved equipment is related in the TC-holder document number DT-88-3003 (see Note 2.2).

23. ETOPS

N/A
SECTION 2: MODEL CN-235-100- continued

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)

Aircraft Flight Manual for model CN-235-100: TC-holder document number DT-87-3501 (see Note 2.2).

Aircraft Weight and Balance Control and Loading Data Manual for model CN-235-100: TC-holder document number DT-88-3503 (see Note 2.2).

Aircraft operation must be in accordance with the Aircraft Flight Manual (AFM) listed above. All placards required in either the approved AFM, the application operating rules, or the certification basis must be installed on the aircraft.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

For series CN-235, required structural inspections, inspection times and retirement times for structural parts and for components are listed in Section 1.4.2 of TC-holder document number DT-86-3001. Material covered in this section must not be changed without EASA approval.

For series CN-235, system certification maintenance requirements are included in Section 1.4.1 of TC-holder document number DT-86-3001. Material covered in this section must not be changed without EASA approval.

For series CN-235, engine certification maintenance requirements are included in Appendix 1 to Maintenance Review Board Report, TC-holder document number MRB_CN-235-PV01. Material covered in this Appendix must not be changed without EASA approval.

3. Weight and Balance Manual (WBM)

Aircraft Weight and Balance Control and Loading Data Manual for model CN-235-100: TC-holder document number DT-88-3503 (see Note 2.2).
SECTION 2: MODEL CN-235-100- continued

V. Notes

Note 2.1

a) A current Weight and Balance Manual must be in each aircraft at the time of original airworthiness certification and at all times thereafter except in the case an operator having an approved system for weight and balance control.

b) The aircraft empty weight and corresponding centre of gravity location must include:
   - Total engine and propeller oil: 21.58 kg in the station 8 545 mm
   - Hydraulic fluid: 17.70 kg in the station 11 715 mm
   - Unusable fuel: 34.94 kg

Unusable fuel: 34.94 kg listed as follows:

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<td>Total Unusable Fuel</td>
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<td>34.94</td>
<td>10 408</td>
</tr>
</tbody>
</table>

c) The aircraft must be loaded in accordance with section 2 of the approved Aircraft Flight Manual and the C.G. must be within the specified limits at all times.

Note 2.2

For aircraft model CN-235-100 that have introduced the Service Bulletin with TC-holder document number SB-235-34-04 or the modification defined in the TC-holder document number CDS 3749, the above limitations established to the magnitudes mentioned below, remain changed in the following way:

Airspeeds
- $V_{MO}$ (Maximum operating)

| Sea level  | 232 knots |
| 20 000 ft  | 202 knots |
| 25 000 ft  | 182 knots |

Straight line variation between points

Maximum Weights

| Maximum Ramp       | 15 150 kg |
| Maximum Take off   | 15 100 kg |
| Maximum Landing    | 14 900 kg |
| Maximum Zero Fuel Weight | 14 100 kg |

Aircraft Flight Manual is the TC-holder document number DT-90-3504, being the required equipment as per TC-holder document number DT-88-3003, and the Aircraft Weight and Balance Control and Loading Data Manual as per TC-holder document number DT-90-3505.
SECTION 2: MODEL CN-235-100- continued

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SECTION 3: MODEL CN-235-200

I. General

1. Type/ Model/ Variant
   CN-235-200
   The aeroplanes covered by this Section have the Serial Number format C-XXX

2. Performance Class
   A

3. Certifying Authority*
   EASA

4. Manufacturer (See Note 6)
   Airbus Defence and Space, S.A.
   Avda. de Aragón, 404, 280022
   28022, Madrid
   Spain

5. State of Design Authority Certification Application Date
   Not Available

6. EASA Type Certification Application Date
   N/A

7. State of Design Authority Type Certificate Date
   Spain DGAC-ES, 27 September 1991

8. EASA Type Certification Date
   N/A
   EASA grandfathered the DGAC-ES TC 01/86*

(*): Data Sheet from the Spanish Type Certificate Nr 01/86 remains a valid reference for design data approved before 31 May 2007. Those Data Sheets, or Hojas de Datos, as they were issued, in Spanish language, by Dirección General de Aviación Civil, DGAC-ES, can, currently, be obtained from Agencia Estatal de Seguridad Aérea, AESA. The document references appearing in those Data Sheets, as DGAC-ES approved (aprobado por DGAC) documents have been recorded, herein, as “EASA approved” documents.
SECTION 3: MODEL CN-235-200 - continued

II. Certification Basis

1. Reference Date for determining the applicable requirements
   Not Available
2. State of Design Airworthiness Authority
   Type Certification Data Sheet No.
   DGAC-ES, 01/86
3. State of Design Airworthiness Authority Certification Basis
   Spain
4. EASA Airworthiness Requirements
   US Code of Federal Regulations, Title 14, Part 25 (FAR 25), effective from 1 Feb 1965,
   including all amendments from 25-1 to 25-59, 25-61 and 25.62.
   TC-holder elected to comply with optional requirement FAR 25.1419: Ice protection.
5. Special Conditions
   SC-S01/88 “Lightning Protection indirect effects”
   SC-S02/88 “External radiation effects on the aircraft systems”.
6. Exemptions
   Exemption to FAR 25.571(e)(2), granted by DGAC-ES on 26 September 1991.
7. Deviations
   N/A
8. Equivalent Safety Findings
   ESF to FAR 25.1305(a)(2): “Fuel quantity indicator”
9. Environmental Protection
   ICAO Annex 16, Volume II (Fuel system ventilation and exhaust gas), 3rd issue,
   November 1993.
   For more detail information refer to TCDSN A.186
III. Technical Characteristics and Operational Limitations

1. Type Design Definition


2. Description

A high wing, twin-engine turboprop aircraft equipped to carry up to 44 passengers and cargo in a pressurized cabin and intended for short to medium transport routes.

3. Equipment

The basic required equipment as prescribed in the applicable EASA Regulation must be installed in the aircraft.

For model CN-235-200, the approved equipment is related in the TC-holder document number DT-90-3016.

4. Dimensions

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Span</td>
<td>25.81 m</td>
</tr>
<tr>
<td>Length</td>
<td>21.40 m</td>
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<tr>
<td>Height</td>
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</tr>
<tr>
<td>Wing Area</td>
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</tbody>
</table>

5. Engines

Two (2) Engines General Electric Company
Model CT7-9C free turbine turboprop.
Power turbine/propeller reduction gearing 15.9:1.

5.1 Engine Limits:

The Maximum Continuous and Take off Static Sea Level ratings at ISA:

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<th>Conditions</th>
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<td>Take off (APR on)</td>
<td>1 870</td>
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<td>950</td>
<td>45 615</td>
<td>454</td>
<td>0.455</td>
</tr>
<tr>
<td>Max Cont.</td>
<td>1 750</td>
<td>168</td>
<td>917</td>
<td>45 614</td>
<td>425</td>
<td>0.461</td>
</tr>
</tbody>
</table>

* When OAT is lower than 35°C, ITT limit is 921°C. When OAT is between 35°C and 41°C the ITT limit has a lineal variation with the OAT, from 921°C to 944°C at sea level. When OAT is higher than 41°C the ITT limit is 950°C at sea level.

** If OAT is higher than 41°C, the take off limit with APR on is applied.
SECTION 3: MODEL CN-235-200 - continued

6. Auxiliary Power Unit

N/A

7. Propellers

Two (2) Propellers Hamilton Standard, Model 14RF-21

Blades: Four (4), Model RFC11R1-0C

Diameter: 3 359 mm Maximum; 3 351 mm Minimum
SECTION 3: MODEL CN-235-200 - continued

Blade Angle measured at 1 067 mm radius station:

<table>
<thead>
<tr>
<th>Type</th>
<th>Angle (°) ± Margin (°)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground Idle</td>
<td>-3.7 ± 1.0</td>
</tr>
<tr>
<td>Max. Reverse</td>
<td>-12.4 ± 1.3</td>
</tr>
<tr>
<td>Feather</td>
<td>80.8 ± 0.5</td>
</tr>
<tr>
<td>Flight Idle</td>
<td>16.7 ± 0.8</td>
</tr>
</tbody>
</table>

Propeller Spinner: P/N 790185-1
Propeller De-icer: Included in Blade P/N

8. Fluids (Fuel, Oil, Additives, Hydraulics)

Fuel:

<table>
<thead>
<tr>
<th>Designation</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>JP-8</td>
<td>MIL-T-83133</td>
</tr>
<tr>
<td>Jet A</td>
<td>ASTM D1655</td>
</tr>
<tr>
<td>Jet A-1</td>
<td>ASTM D1655</td>
</tr>
<tr>
<td>Jet B</td>
<td>ASTM D1655</td>
</tr>
<tr>
<td>JP-4</td>
<td>MIL-T-5624</td>
</tr>
<tr>
<td>JP-5</td>
<td>MIL-T-5624</td>
</tr>
</tbody>
</table>

Oil:

<table>
<thead>
<tr>
<th>Volume</th>
<th>Moment Arm (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.9 litres/ engine tank</td>
<td>8 902</td>
</tr>
<tr>
<td>3.6 litres usable / engine tank</td>
<td>8 026</td>
</tr>
<tr>
<td>4.7 litres/ propeller tank</td>
<td>8 026</td>
</tr>
<tr>
<td>1.4 litres usable / propeller tank</td>
<td>8 026</td>
</tr>
</tbody>
</table>

9. Fluid Capacities

Usable Fuel (see Note 3.1 for Unusable Fuel)

<table>
<thead>
<tr>
<th>Location</th>
<th>Volume (L)</th>
<th>Weight (Kg)</th>
<th>Moment Arm (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right Wing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main</td>
<td>1 020</td>
<td>816</td>
<td>10 400</td>
</tr>
<tr>
<td>Aux</td>
<td>1 590</td>
<td>1 272</td>
<td>10 476</td>
</tr>
<tr>
<td>Left Wing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main</td>
<td>1 020</td>
<td>816</td>
<td>10 400</td>
</tr>
<tr>
<td>Aux</td>
<td>1 590</td>
<td>1 272</td>
<td>10 476</td>
</tr>
<tr>
<td>Total</td>
<td>5 220</td>
<td>4 176</td>
<td></td>
</tr>
</tbody>
</table>

Fuel weight is based upon fuel density 0.80 Kg/litre.
Pressure fuelling: Maximum pressure for pressure fuelling is 50 psi.

10. Airspeed Limits

Unless otherwise noted below, airspeeds are indicated airspeeds in knots:

- \( V_{MO} \) (Maximum Operating)

| Sea Level | 232 Knots |
| 20 000 feet | 202 knots |
| 25 000 feet | 182 knots |

(Straight line variation between points)
SECTION 3: MODEL CN-235-200 - continued

- $V_A$ (Manoeuvring)
  
  Sea Level to 25 000 feet: 160 Knots

- $V_{FE}$ (Maximum Flap Extended)

<table>
<thead>
<tr>
<th>Condition</th>
<th>Speed (Knots)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take off, 10°</td>
<td>160</td>
</tr>
<tr>
<td>Approach, 15°</td>
<td>160</td>
</tr>
<tr>
<td>Landing, 23°</td>
<td>150</td>
</tr>
</tbody>
</table>

- $V_{LE}$ (Maximum Landing Gear Extended)

  150 Knots

  For other Speed Limits, see the appropriate “EASA approved” Aircraft Flight Manual, listed herein, for further definition.

11. Flight Envelope

- Maximum Operating Altitude: 25 000 feet

12. Operating Limitations

12.1 Approved Operations

- Day & Night VFR and day & Night IFR operations when appropriate equipment is installed and operating correctly

12.2 Other Limitations

- Elevator: Up 30.0° ± 0.5° Down 15.0° ± 0.5°
- Normal Trim Tab: Up -0.5° ± 0.5° Down 11° ± 0.5°
- Emergency Trim Tab: Up -2.0° ± 0.5° Down +7.0° ± 0.5°

  Elevator balance tab:

  - Up (for +15° elevator) 1.75° ± 0.5°
  - Down (for -30° elevator) 9.50° ± 0.5°

  Rudder: Right -19.0° ± 0.5° Left +15.0°± 0.5°

  Rudder trim tab: Right -5.0° ± 0.5° Left +3.0° ± 0.5°

  Rudder balance tab:

  - Right (for -19° rudder) +5,25° ± 0.5°
  - Left (for +15° rudder) –2.0° ± 0.5°

  ± 0.5 of Trim corresponds to 0° of Rudder

  Ailerons: Up -20.0° ± 0.5° Down +20.0° ± 0.5°

  Aileron trim tab: Up -8.0° ± 0.5° Down +8.0° ± 0.5°

  Aileron balance tabs:

  - Trailing edge up for aileron 0°: 5.0° ± 0.5°
  - Trailing edge down for aileron 20° up: 8.0° ± 0.5°
SECTION 3: MODEL CN-235-200 - continued

Trailing edge up for aileron 20° down: 18.0° ± 0.5°

Flaps (inner and outer)
Cruise 0.0° ± 0.5°
Take off 10.0° ± 0.5°
Approach 15.0° ± 0.5°
Landing 23.0° ± 0.5°

All measurements are taken at trailing edge from neutral position.

13. Maximum Certified Masses
(See Note 3.2)

<table>
<thead>
<tr>
<th>Ramp</th>
<th>15 850 Kg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take off</td>
<td>15 800 Kg</td>
</tr>
<tr>
<td>Landing</td>
<td>15 600 Kg</td>
</tr>
<tr>
<td>Zero Fuel</td>
<td>14 100 Kg</td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range
See the appropriate “EASA approved” Aircraft Flight Manual, listed herein, for further definition

15. Datum
The fuselage datum, Sta. 0.0, is located 2 347 mm. forward to the fuselage jig point (rivet), which is located on the underside fuselage skin, immediately forward of fuselage Frame 1A.

16. Mean Aerodynamic Chord (MAC)
Length: 2 561 mm
L.E. of MAC: 9 591.29 mm aft of fuselage datum

17. Levelling Means
Plumb-bob suspended from aft face of aft cockpit compartment bulkhead over reticule on Floor.

18. Minimum Flight Crew
Two (2). Pilot and Co-pilot

19. Minimum Cabin Crew
(in accordance with the emergency evacuation test)
Not Available

20. Maximum Seating Capacity
44 Passengers

21. Baggage/ Cargo Compartment
And Refer to Aircraft Weight and Balance Control and Loading Data Manual for model CN-235-200: TC-holder document number DT-91-3502.
SECTION 3: MODEL CN-235-200 - continued

22. Wheels and Tyres
   Refer to the approved equipment is related in the TC-holder document number DT-90-3016.

23. ETOPS
   N/A

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)

   Aircraft Weight and Balance Control and Loading Data Manual for model CN-235-200:
   TC-holder document number DT-91-3502.

   Aircraft operation must be in accordance with the Aircraft Flight Manual (AFM) listed above. All placards required in either the approved AFM, the application operating rules, or the certification basis must be installed on the aircraft.

   Aircrafts, model CN-235-200, equipped with a Flight Management System installed according to TC-holder Service Bulletin number SB-235-34-25 must be operated in accordance with Aircraft Flight Manual, TC-holder document number DT-91-3501, and Supplement nº 17 to the referenced AFM.

   Aircrafts, model CN-235-200, that have incorporated the special operation kit defined in TC-holder document number DT-96-3003 must be operated according to the specific revision nº4 to the Aircraft Flight Manual, TC-holder document number DT-91-3501. In this configuration, the aircrafts are limited to operations with NO PASSENGER AND NO LOAD, since this configuration has not been evaluated with the compliance of airworthiness requirements relative to compartments that have passengers or loads.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

   For series CN-235, required structural inspections, inspection times and retirement times for structural parts and for components are listed in Section 1.4.2 of TC-holder document number DT-86-3001. Material covered in this section must not be changed without EASA approval.

   For series CN-235, system certification maintenance requirements are included in Section 1.4.1 of TC-holder document number DT-86-3001. Material covered in this section must not be changed without EASA approval.

   For series CN-235, engine certification maintenance requirements are included in Appendix 1 to Maintenance Review Board Report, TC-holder document number MRB_CN-235-PV01. Material covered in this Appendix must not be changed without EASA approval.
SECTION 3: MODEL CN-235-200 - continued

3. Weight and Balance Manual (WBM)

V. Notes

Note 3.1

a) A current Weight and Balance Manual must be in each aircraft at the time of original airworthiness certification and at all times thereafter except in case an operator has an approved system for weight and balance control.

b) The aircraft empty weight and corresponding centre of gravity location must include (applicable to CN-235 series):
   Total engine and propeller oil: 21.58 kg in the station 8 545 mm
   Hydraulic fluid: 17.70 kg in the station 11 715 mm
   Unusable fuel: 34.94 kg listed as follows

<table>
<thead>
<tr>
<th>Unusable Fuel</th>
<th>Volume (L)</th>
<th>Weight (Kg.)</th>
<th>Arm (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drainable</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Left Wing</td>
<td>16 .08</td>
<td>12 .91</td>
<td>10 406</td>
</tr>
<tr>
<td>Right Wing</td>
<td>16 .08</td>
<td>12 .91</td>
<td>10 406</td>
</tr>
<tr>
<td>Trapped Fuel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tanks &amp; Fuel Lines</td>
<td>11 .35</td>
<td>9 .12</td>
<td>10 416</td>
</tr>
<tr>
<td>Total Unusable Fuel</td>
<td>43 .51</td>
<td>34 .94</td>
<td>10 408</td>
</tr>
</tbody>
</table>

c) The aircraft must be loaded in accordance with section 2 of the approved Aircraft Flight Manual and the C.G. must be within the specified limits at all times.

Note 3.2

Aircrafts, model CN-235-100, incorporating TC-holder Service Bulletins numbers SB-235-11-06 and SB-235-11-10, conform to the design definition of CN-235-200 model. In case the modifications of SB-235-11-10 are not introduced in the aircraft, the limitations established for the CN-235-200 with respect to the magnitudes mentioned below remain changed in the following way:

<table>
<thead>
<tr>
<th>Maximum Weights</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Ramp</td>
<td>15 150 kg</td>
</tr>
<tr>
<td>Maximum Take off</td>
<td>15 100 kg</td>
</tr>
<tr>
<td>Maximum Landing</td>
<td>14 900 kg</td>
</tr>
<tr>
<td>Maximum Zero Fuel Weight</td>
<td>14 100 kg</td>
</tr>
</tbody>
</table>

The applicable Aircraft Flight Manual is TC-holder document number DT-90-3506, the required equipment is as per TC-holder document number DT-91-3017, and the Aircraft Weight and Balance Control and Loading Data Manual as per TC-holder document number DT-90-3507.
SECTION 4: MODEL CN-235-300

I. General

1. Type/ Model/ Variant
   CN-235-300
   The aeroplanes covered by this Section have the Serial Number format C-XXX.

2. Performance Class
   A

3. Certifying Authority*
   EASA

4. Manufacturer (See Note 6)
   Airbus Defence and Space, S.A.
   Avda. de Aragón , 404, 280022
   28022, Madrid
   Spain

5. State of Design Authority Certification Application Date
   Spain, DGAC-ES, 8 September 1997

6. EASA Type Certification Application Date
   N/A

7. State of Design Authority Type Certificate Date
   Spain, DGAC-ES, 09 December 1998

8. EASA Type Certification Date
   N/A
   EASA has grandfathered the original DGAC-ES TC 01/86*

(*): Data Sheet from the Spanish Type Certificate Nr 01/86 remains a valid reference for design data approved before 31 May 2007. Those Data Sheets, or Hojas de Datos, as they were issued, in Spanish language, by Dirección General de Aviación Civil, DGAC-ES, can, currently, be obtained from Agencia Estatal de Seguridad Aérea, AESA. The document references appearing in those Data Sheets, as DGAC-ES approved (aprobado por DGAC) documents have been recorded, herein, as “EASA approved” documents.
SECTION 4: MODEL CN-235-300 - continued

II. Certification Basis

1. Reference Date for determining the applicable requirements
   8 September 1997

2. State of Design Airworthiness Authority Type Certification Data Sheet No.
   DGAC-ES, TC 01/86

3. State of Design Airworthiness Authority Certification Basis
   Spain

4. EASA Airworthiness Requirements
   US Code of Federal Regulations, Title 14, Part 25 (FAR 25), effective from 1 Feb 1965,
   including the following amendments:
   25-1 to 25-59, 25-61 to 25-62,
   section 25.365(e) to amendment 25-71,
   sections 25.571(e)(2), 25.905(d) to amdt 25-72
   and section 25.1316 (only IEDS) to amdt. 25-80

   TC-holder elected to comply with FAR 25.1419, to its initial issue, and, partially, to its amdt.
   25-72 (only airframe ice protection).

   Additionally, versions AE01, AE02, L302, SM01 and L303 have shown compliance with
   the following sections of FAR:
   section 25.1457, to amendment 25-65;
   25.1351, 25.1381, 25.1557, 25.1581, 25.1583 to amendment 25-72,
   section 25.851 to amendment 25-74;
   section 25.729 to amendment 25-75;
   sections 25.1411, 25.1423 to amendment 25-79; section 25.519 to amendment 25-81;
   section 25.853 to amendment 25-83;
   section 25.831 to amendment 25-89;
   section 25.561 to amendment 25-91;
   sections 25.855, 25.857, 25.858 to amendment 25-93;
   section 25.807 to amendment 25-94

   Additionally, for SM01 version, TC-holder elected to comply with FAR 25.856 Amdt. 111.
   Additionally, for L303 version, TC-holder elected to comply with FAR 25.1316 Amdt. 80,
   only for equipment and systems performing critical and essential hazardous (severe
   major) functions and with CRI F-1, “HIRF Protection”
SECTION 4: MODEL CN-235-300 - continued

5. Special Conditions
   SC-S01/88 “Lightning Protection indirect effects”
   Not applicable, in this model, to the IEDS system
   SC-S02/88 “External radiation effects on the aircraft systems”

6. Exemptions
   N/A

7. Deviations
   N/A

8. Equivalent Safety Findings
   ESF to FAR 25.1305 (a)(2): “Fuel Quantity Indicator”.
   For SM01 version, ESF to FAR 25.855 and 25.857: Cargo compartment in ramp area (Ref. CRI D-2).

9. Environmental Protection
   For SM01 version: 4th issue
   ICAO Annex 16, Volume II (Fuel system ventilation and exhaust gas), 3rd issue.
   For SM01 version: 4th issue.
   For more detail information refer to TCDSN A.186

III. Technical Characteristics and Operational Limitations

1. Type Design Definition
   Defined in TC-holder document number DT-98-3308, “Type Design Standard Model CN-235-300 Version CS05”.

2. Description
   A high wing, twin-engine turboprop aircraft equipped to carry up to 44 passengers and cargo in a pressurized cabin and intended for short to medium transport routes.

3. Equipment
   The basic required equipment as prescribed in the applicable EASA Regulation must be installed on the aircraft.
   For model CN-235-300, the approved equipment is related in the TC-holder document number DT-98-3016,
   For version AE-01 of model CN-235-300, the approved equipment is related in the TC holder document number DT-02-3002.

4. Dimensions

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Span</td>
<td>25.81 m</td>
</tr>
<tr>
<td>Length</td>
<td>21.40 m</td>
</tr>
<tr>
<td>Height</td>
<td>8.18 m</td>
</tr>
<tr>
<td>Wing Area</td>
<td>60 m²</td>
</tr>
</tbody>
</table>
SECTION 4: MODEL CN-235-300 - continued

5. Engines

Two (2) Engines General Electric Company
Model CT7-9C3, free turbine turboprop.
Power turbine / propeller gearing 15.9:1.

Engine Limits:
The Maximum Continuous and Take off Static Sea Level ratings at ISA:

<table>
<thead>
<tr>
<th>Operation Conditions</th>
<th>Shaft Horse Power</th>
<th>ITT °C</th>
<th>Engine RPM (%)</th>
<th>Torque Meter Reading (%)</th>
<th>ESHP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take off (5 minutes)</td>
<td>1 750</td>
<td>(a)(b)</td>
<td>101.3</td>
<td>(c) 100</td>
<td>1 816</td>
</tr>
<tr>
<td>Maximum Continuous</td>
<td>1 750</td>
<td>944</td>
<td>102.0</td>
<td>100</td>
<td>1 816</td>
</tr>
<tr>
<td>Take off (APR on)</td>
<td>1 870</td>
<td>(b)</td>
<td>102.0</td>
<td>107</td>
<td>1 942</td>
</tr>
</tbody>
</table>

(a) The shown temperature value is the absolute maximum. See the appropriate “EASA Approved” Flight Manual listed below for the maintained ITT limits in relation with the environmental conditions.
(b) Up to 10°C over-temperature are permitted over the maintained ITT values, for a maximum of two minutes.
(c) The shown torque value is the absolute maximum. See the appropriate “EASA Approved” Aircraft Flight Manual listed below for the maintained ITT limits in relation with the environmental conditions.

6. Auxiliary Power Unit
N/A

7. Propellers
Two (2) Propellers Hamilton Standard,
Model 14 RF-37
Blades: Four (4), Model RFA12A1-POC
Diameter: 3 679 mm (144.84 in.)
Prohibited % rpm interval: 47% to 71%
SECTION 4: MODEL CN-235-300 - continued

8. Fluids (Fuel, Oil, Additives, Hydraulics)

Fuel:

<table>
<thead>
<tr>
<th>Designation</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>JP-8</td>
<td>MIL-T-83133</td>
</tr>
<tr>
<td>Jet A</td>
<td>ASTM D1655</td>
</tr>
<tr>
<td>Jet A-1</td>
<td>ASTM D1655</td>
</tr>
<tr>
<td>Jet B</td>
<td>ASTM D1655</td>
</tr>
<tr>
<td>JP-4</td>
<td>MIL-T-5624</td>
</tr>
<tr>
<td>JP-5</td>
<td>MIL-T-5624</td>
</tr>
</tbody>
</table>

Oil:

<table>
<thead>
<tr>
<th>Vol. (L)</th>
<th>Moment Arm (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.9 litres/ engine tank</td>
<td>8 902</td>
</tr>
<tr>
<td>3.6 litres usable / engine tank</td>
<td></td>
</tr>
<tr>
<td>4.7 litres/ propeller tank</td>
<td>8 026</td>
</tr>
<tr>
<td>1.4 litres usable / propeller tank</td>
<td></td>
</tr>
</tbody>
</table>

9. Fluid Capacities

Usable Fuel: (see Note 4.1 for Unusable Fuel)

<table>
<thead>
<tr>
<th>Location</th>
<th>Volume (L)</th>
<th>Weight (Kg)</th>
<th>Moment Arm (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right Wing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main</td>
<td>1 020</td>
<td>1 040</td>
<td>275</td>
</tr>
<tr>
<td>Aux</td>
<td>1 590</td>
<td>1 592</td>
<td>420</td>
</tr>
<tr>
<td>Left Wing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main</td>
<td>1 020</td>
<td>1 040</td>
<td>275</td>
</tr>
<tr>
<td>Aux</td>
<td>1 590</td>
<td>1 592</td>
<td>420</td>
</tr>
<tr>
<td>Total</td>
<td>5.220</td>
<td>5 260</td>
<td>1 391</td>
</tr>
</tbody>
</table>

Fuel weight is based upon fuel density 0.80 Kg/litre.

Pressure fuelling: maximum pressure for pressure fuelling is 50 psi.

10. Airspeed Limits

Unless otherwise noted below, airspeeds are indicated airspeeds in knots:

- \( V_{MO} \) (Maximum Operating)

<table>
<thead>
<tr>
<th>Altitude</th>
<th>Airspeed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea Level</td>
<td>232 Knots</td>
</tr>
<tr>
<td>20 000 feet</td>
<td>202 knots</td>
</tr>
<tr>
<td>25 000 feet</td>
<td>182 knots</td>
</tr>
</tbody>
</table>

(Straight line variation between points)
SECTION 4: MODEL CN-235-300 - continued

- VA (Manoeuvring)
  Sea Level to 25 000 feet: 160 Knots

- VFE (Maximum Flap Extended)
  
<table>
<thead>
<tr>
<th>Condition</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take off, 10°</td>
<td>160 Knots</td>
</tr>
<tr>
<td>Approach, 15°</td>
<td>160 Knots</td>
</tr>
<tr>
<td>Landing, 23°</td>
<td>150 Knots</td>
</tr>
</tbody>
</table>

- VLE (Maximum Landing Gear Extended)
  150 Knots

For other Speed Limits, see the appropriate “EASA approved” Aircraft Flight Manual, listed herein, for further definition.

11. Flight Envelope

  Maximum Operating Altitude: 25 000 feet

12. Operating Limitations

12.1 Approved Operations

  Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly.

12.2 Other Limitations

  Elevator: Up 30.0° ± 0.5° Down 15.0° ± 0.5°

  Normal Trim Tab: Up -0.5° ± 0.5° Down 11° ± 0.5°

  Emergency Trim Tab: Up -2.0° ± 0.5° Down +7.0° ± 0.5°

  Elevator balance tab:
  Up (for +15° elevator) 1.75° ± 0.5°
  Down (for -30° elevator) 9.50° ± 0.5°

  Rudder: Right -19.0° ± 0.5° Left +15.0° ± 0.5°

  Rudder trim tab: Right -5.0° ± 0.5° Left +3.0° ± 0.5°

  Rudder balance tab:
  Right (for -19° rudder) +5.25° ± 0.5°
  Left (for +15° rudder) -2.0° ± 0.5°

  ± 0.5 of Trim corresponds to 0° of Rudder

  Ailerons: Up -18.0° ± 0.5° Down +18.0° ± 0.5°

  Aileron trim tab: Up -8.0° ± 0.5° Down +8.0° ± 0.5°
SECTION 4: MODEL CN-235-300 - continued

Aileron balance tabs:
Trailing edge up for aileron 0°: 5.0° ± 0.5°
Trailing edge down for aileron 20° up: 8.0° ± 0.5°
Trailing edge up for aileron 20° down: 18.0° ± 0.5°

Flaps (inner and outer)
Cruise 0.0° ± 0.5°
Take off 10.0° ± 0.5°
Approach 15.0° ± 0.5°
Landing 23.0° ± 0.5°
All measurements are taken at trailing edge from neutral position.

13. Maximum Certified Masses

<table>
<thead>
<tr>
<th></th>
<th>Kg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramp</td>
<td>15 850</td>
</tr>
<tr>
<td>Take off</td>
<td>15 800</td>
</tr>
<tr>
<td>Landing</td>
<td>15 600</td>
</tr>
<tr>
<td>Zero Fuel</td>
<td>14 100</td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range
See the appropriate “EASA approved” Aircraft Flight Manual, listed herein, for further definition.

15. Datum
The fuselage datum, Sta. 0.0, is located 2 347 mm. forward to the fuselage jig point (rivet), which is located on the underside fuselage skin, immediately forward of fuselage Frame 1A.

16. Mean Aerodynamic Chord (MAC)
Length: 2 561 mm
L.E. of MAC: 9 591.29 mm aft of fuselage datum

17. Levelling Means
Plumb-bob suspended from aft face of aft cockpit compartment bulkhead over reticule on floor.

18. Minimum Flight Crew
Two (2). Pilot and Co-pilot (see Note 4.4)

19. Minimum Cabin Crew
(in accordance with the emergency evacuation test)
Not Available

20. Maximum Seating Capacity
Maximum Passengers: 44
Additionally see Note 4.2 and Note 4.3
SECTION 4: MODEL CN-235-300 - continued

21. Baggage/ Cargo Compartment
   Also Refer to Aircraft Weight and Balance Control and Loading Data Manual for model CN-235-300: TC-holder document number DT-98-3003

22. Wheels and Tyres
   Refer to:
   For model CN-235-300, the approved equipment is related in the TC-holder document number DT-98-3016,
   For version AE-01 of model CN-235-300, the approved equipment is related in the TC holder document number DT-02-3002.

23. ETOPS
   N/A
SECTION 4: MODEL CN-235-300 - continued

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)
   Aircraft Weight and Balance Control and Loading Data Manual for model CN-235-300:
   TC-holder document number DT-98-3003.
   Aircraft operation must be in accordance with the Aircraft Flight Manual (AFM) listed above.
   All placards required in either the approved AFM, the application operating rules, or the certification basis must be installed in the aircraft.

2. Instructions for Continued Airworthiness and Airworthiness Limitations
   For series CN-235, required structural inspections, inspection times and retirement times for structural parts and for components are listed in Section 1.4.2 of TC-holder document number DT-86-3001. Material covered in this section must not be changed without EASA approval.
   For series CN-235, system certification maintenance requirements are included in Section 1.4.1 of TC-holder document number DT-86-3001. Material covered in this section must not be changed without EASA approval.
   For series CN-235, engine certification maintenance requirements are included in Appendix 1 to Maintenance Review Board Report, TC-holder document number MRB_CN-235-PV01. Material covered in this Appendix must not be changed without EASA approval.

3. Weight and Balance Manual (WBM)
   Aircraft Weight and Balance Control and Loading Data Manual for model CN-235-300:
   TC-holder document number DT-98-3003.
SECTION 4: MODEL CN-235-300 - continued

V. Notes

Note 4.1

a) A current Weight and Balance Manual must be in each aircraft at the time of original airworthiness certification and at all times thereafter except in case an operator has an approved system for weight and balance control.

b) The aircraft empty weight and corresponding centre of gravity location must include (applicable to CN-235 series):

Total engine and propeller oil of 21.58 kg in the station 8 545 mm
Hydraulic fluid of 17.70 kg in the station 11 715 mm

Unusable fuel: 34.94 kg listed as follows:

<table>
<thead>
<tr>
<th>Unusable Fuel</th>
<th>Volume (L)</th>
<th>Weight (Kg.)</th>
<th>Arm (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drainable</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Left Wing</td>
<td>16.08</td>
<td>12.91</td>
<td>10 406</td>
</tr>
<tr>
<td>Right Wing</td>
<td>16.08</td>
<td>12.91</td>
<td>10 406</td>
</tr>
<tr>
<td>Trapped Fuel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tanks &amp; Fuel Lines</td>
<td>11.35</td>
<td>9.12</td>
<td>10 416</td>
</tr>
<tr>
<td>Total Unusable Fuel</td>
<td>43.51</td>
<td>34.94</td>
<td>10 408</td>
</tr>
</tbody>
</table>

The aircraft must be loaded in accordance with section 2 of the approved Aircraft Flight Manual and the C.G. must be within the specified limits at all times.

Note 4.2

The version AE-01 of model CN-235-300 remains defined with the incorporation of the design modifications (CDS’s) TC-holder document numbers 31383, 31384, 31385, 31386, 31387, 31388, 31389, 31390, 31391, 31409, and 31413.

The TC-holder Service Bulletin number SB-235-25-56, for the AE-01 version of CN-235-300, allows the conversion of personnel transport configuration to load configuration and vice versa. In the configuration of personnel transport, the maximum number of passengers is 19.

Note 4.3

The version L3-02 of model CN-235-300 is defined with the introduction of TC-holder Service Bulletin number SB-235-11-27 The TC-holder Service Bulletin number SB-235-25-56 for version L3-02 of model CN-235-300 allows the conversion of configuration from personnel transport to cargo transport and vice versa. In the configuration of personnel transport, the maximum number of passengers is 19.

Note 4.4

The Version SM01 of model CN-235-300 has a Minimum Crew of Three (3). Pilot, Copilot and Dropmaster / Cargo Observer.
SECTION 4: MODEL CN-235-300 - continued

Note 4.5

For the Version SM01 of model CN-235-300, the TC-holder Service Bulletin number SB-235-25-62 allows the conversion from Maritime patrol configuration to Cargo transport configuration and the TC-holder Service Bulletin number SB-235-25-63 for conversion from Cargo transport configuration to Maritime patrol configuration.

Additionally, the TC-holder Service Bulletin number SB-235-25-64 allows the conversion from Maritime patrol configuration to Maritime patrol configuration with Cargo Handling System in ramp area, and the TC-holder Service Bulletin number SB-235-25-65 allows the conversion from Maritime patrol configuration with Cargo Handling System in ramp area to Maritime patrol configuration.
SECTION 5: MODEL C-295

I. General

1. Type/ Model/ Variant
   C-295

   Significant Product Level Changes i.a.w. 21.A.101
   Major significant Modifications:
   - Winglets modification
     - DC10718A
   - TS03.01 Avionic and Autopilot Upgrade modifications
     - DC10278, DC10280, DC10281, DC10282, DC10283, DC10284, DC10285, DC10286, DC10288, DC10289, DC10290, DC10291, DC10310, DC10415, DC10416, DC10417, DC10418, DC10419, DC10420, DC10421, DC10422, DC10423, DC10424, DC10426, DC10428, DC10429, DC10450, DC10451, DC10293.

   Significant Major Modifications listed above are defined in TEA-5-DT-200100 “TYPE DESIGN STANDARD C-295FW”.

   Hereinafter the Airplanes as defined in document TEA-5-DT-200100 “TYPE DESIGN STANDARD C-295FW” will be designate with the new commercial designation C-295FW (see Note 5.2)

   The aeroplanes covered by this Section have the Serial Number format S-XXX or MSN/SN–XXXX as appropriated.

2. Performance Class
   A

3. Certifying Authority*
   EASA

4. Manufacturer (See Note 6)
   Airbus Defence and Space, S.A.
   Avda. de Aragón , 404, 280022
   28022, Madrid
   Spain

5. State of Design Authority Certification Application Date
   DGAC-ES, 21 December 1994

6. EASA Type Certification Application Date
   C- 295
   N/A

   Major Significant Modifications:
   - Winglets modifications
     - DC10718A Winglets 10th April 2015
   - TS03.01/avionics modifications
     - DC10278, DC10280, DC10281
     - DC10282, DC10283, DC10284
     - DC10293.
**SECTION 5: MODEL C-295 - continued**

DC10285, DC10286, DC10288  
DC10289, DC10290, DC10291  
DC10310, DC10415, DC10416  
DC10417, DC10418, DC10419  
DC10420, DC10421, DC10422  
DC10423, DC10424, DC10426  
DC10428, DC10429, DC10450  
DC10451, DC10293.

7. State of Design Authority Type Certificate Date  
DGAC-ES, 2 December 1999

8. EASA Type Certification Date  

C-295  
EASA has grandfathered the original DGAC-ES TC 01/86*

Major Significant Modifications:

- Winglets modifications  
  10th April 2015  
  DC10718A
- TS03.01/avionics modifications  
  20th December 2014  
  DC10278, DC10280, DC10281  
  DC10282, DC10283, DC10284  
  DC10285, DC10286, DC10288  
  DC10289, DC10290, DC10291  
  DC10310, DC10415, DC10416  
  DC10417, DC10418, DC10419  
  DC10420, DC10421, DC10422  
  DC10423, DC10424, DC10426  
  DC10428, DC10429, DC10450  
  DC10451, DC10293

(*): Data Sheet from the Spanish Type Certificate Nr 01/86 remains a valid reference for design data approved before 31 May 2007. Those Data Sheets, or Hojas de Datos, as they were issued, in Spanish language, by Dirección General de Aviación Civil, DGAC-ES, can, currently, be obtained from Agencia Estatal de Seguridad Aérea, AESA. The document references appearing in those Data Sheets, as DGAC-ES approved (aprobado por DGAC) documents have been recorded, herein, as “EASA approved” documents.
SECTION 5: MODEL C-295 - continued

II. Certification Basis

1. Reference Date for determining the applicable requirements

   C-295                     21 December 1994
   Major Significant Modifications:
   o Winglets modifications  10th April 2015
     DC10718A
   o TS03.01/avionics modifications 20th December 2014
     DC10278, DC10280, DC10281
     DC10282, DC10283, DC10284
     DC10285, DC10286, DC10288
     DC10289, DC10290, DC10291
     DC10310, DC10415, DC10416
     DC10417, DC10418, DC10419
     DC10420, DC10421, DC10422
     DC10423, DC10424, DC10426
     DC10428, DC10429, DC10450
     DC10451, DC10293

2. State of Design Airworthiness Authority Type Certification Data Sheet No.
   DGAC-ES, TC 01/86 was replaced by EASA-TCDS-A.186

3. State of Design Airworthiness Authority Certification Basis

   C-295                     Spain
   Major Significant Modifications
   o Winglets modifications
     DC10718A
   o TS03.01/avionics modifications
     DC10278, DC10280, DC10281
     DC10282, DC10283, DC10284
     DC10285, DC10286, DC10288
     DC10289, DC10290, DC10291
     DC10310, DC10415, DC10416
     DC10417, DC10418, DC10419
     DC10420, DC10421, DC10422
     DC10423, DC10424, DC10426
     DC10428, DC10429, DC10450
     DC10451, DC10293
SECTION 5: MODEL C-295 - continued

4. EASA Airworthiness Requirements

Hereafter are listed the original certification basis for C-295 and the additional airworthiness requirements amended for the corresponding major significant modifications.

4.1 Original Airworthiness Requirements


US Code of Federal Regulations, Title 14, Part 25 (FAR 25), effective from 1 Feb 1965, including the all amendments from 25-1 to 25-89, additionally section 25.351 to amendment 25-91. The amendment 25-64 has not shown compliance with the section 25.562 (c)(5).

TC-holder elected to comply with FAR 25.1419 Ice protection and 14 CFR Part 25, amendment 25-92 “Improved standards for go around performances “.

4.2 Certification basis revised for major significant modification DC10718A

- The certification basis is that of the C-295 amended by the following:
  - CS25 Amendment 16, dated 12 March 2015:
    - For Dynamic Loads & Aeroelasticity:
      - 25.305 (c) Strength and deformation
      - 25.341 (All) Gust and turbulence loads
      - 25.349 (b) Rolling conditions
      - 25.473 (All) Landing load conditions and assumptions
      - 25.479 (All) Level landing conditions
      - 25.481 (All) Tail-down landing conditions
      - 25.629 (All) Aeroelastic stability requirement
      - 25.905 (d) Propellers
    - Plus for Static Loads:
      - 25.301 (All) Loads
      - 25.321 (All) General
      - 25.331 (All) Symmetric manoeuvring conditions
      - 25.333 (All) Flight manoeuvring envelope
      - 25.335 (All) Design airspeeds
      - 25.337 (All) Limit manoeuvring load factors
      - 25.343 (All) Design fuel and oil loads
      - 25.345 (All) High lift devices
      - 25.349 (All) Rolling conditions
      - 25.351 (All) Yaw manoeuvre conditions
      - 25.367 (All) Unsymmetrical loads due to engine failure
      - 25.391 (All) Control surface loads: general
      - 25.427 (All) Unsymmetrical loads
      - 25.445 (All) Outboard fins
    - Plus for Navigation Lights Installation:
      - 25.1301 (a), (b) Function and installation
      - 25.1385 (All) Position light system installation
      - 25.1387 (All) Position light system dihedral angles
SECTION 5: MODEL C-295 - continued

- 25.1389 (All) Position light distribution and intensities
- 25.1391 (All) Minimum intensities in the horizontal plane of forward and rear position lights
- 25.1393 (All) Minimum intensities in any vertical plane of forward and rear position lights
- 25.1395 (All) Maximum intensities in over-lapping beams of forward and rear position lights
- 25.1397 (All) Colour specifications

• Plus for Lightning Direct Effects (LDE):
  - 25.581 (All) Lightning protection

• Plus for Landing Gear:
  - 25.735 (f) Brakes and braking systems

• Plus for Stress:
  - 25.303 (All) Factor of safety
  - 25.305 (All) Strength and deformation
  - 25.307 (All) Proof of structure
  - 25.561 (All) General
  - 25.625 (All) Fitting factors
  - 25.631 (All) Bird strike damage

• Plus for Fatigue:
  - 25.571 (All) Damage-tolerance and fatigue evaluation of structure

• Plus for Airplane Flight Manual:
  - 25.1581 (a), (a1), (a2), (b), (d) General
  - 25.1583 (a) Operating limitations
  - 25.1585 (a) Operating procedures
  - 25.1587 (All) Performance information

• Plus for Safety:
  - 25.631 (All) Bird strike damage
  - 25.903 (d1) Engines
  - 25.905 (d) Propellers
  - 25.1309 (b), (d) Equipment, systems and installations
  - 25.1709 (All) System Safety; EWIS

• Plus for EWIS:
  - 25.1703 (a), (b), (d), (e) Function and Installation; EWIS
  - 25.1705 (a) Systems and Functions; EWIS
  - 25.1707 (b), (l) System Separation; EWIS
  - 25.1711 (a), (c), (d), (e) Component identification; EWIS
  - 25.1713 (a), (c) Fire Protection; EWIS
  - 25.1715 (b) Electrical bonding and protection against static
  - 25.1717 (All) Circuit protective devices; EWIS
  - 25.1719 (All) Accessibility Provisions; EWIS
  - 25.1729 (-) Instructions for Continued Airworthiness; EWIS

• Plus for ICA:
  - 25.1529 (-) Instructions for Continued Airworthiness
SECTION 5: MODEL C-295 - continued

- CS25 Amendment 07, dated 21 21 October 2009:
  - Static Loads
    - 25.361 (All) Engine and auxiliary power unit torque
  - Reversions:
    - The following reversions defined by the respective CRI F-01 “Flight in Icing Conditions” (Acceptable Means of Compliance) have been identified and accepted as part of the EASA certification.
  - For Performance:
    - FAR 25.21 (a), (b), (c), (d), (e), (f) Proof of compliance at Amdt 25-72
    - FAR 25.101 (All) General at Amdt 25-92
    - FAR 25.103 (All) Stalling speed at Amdt 25-0 (requirement modified with ESF IP F-2)
    - FAR 25.105 (All) Takeoff at Amdt 25-92
    - FAR 25.107 (All) Takeoff speeds at Amdt 25-92 (requirement modified with ESF IP F-2)
    - FAR 25.109 (All) Accelerate-stop distance at Amdt 25-92
    - FAR 25.111 (All) Takeoff path at Amdt 25-72 (requirement modified with ESF IP F-2)
    - FAR 25.113 (All) Takeoff distance and takeoff run at Amdt 25-92
    - FAR 25.115 (All) Takeoff flight path at Amdt 25-92
    - FAR 25.117 (All) Climb: general at Amdt 25-0
    - FAR 25.119 (All) Landing climb: All-engine-operating at Amdt 25-84 (requirement modified with ESF IP F-2)
    - FAR 25.121 (All) Climb: One-engine-inoperative at Amdt 25-0 (requirement modified with ESF IP F-2)
    - FAR 25.123 (All) En route flight paths at Amdt 25-0
    - FAR 25.125 (All) Landing at Amdt 25-84 (requirement modified with ESF IP F-2)
  - Plus for Handling Qualities:
    - FAR 25.21 (a), (b), (c), (d), (e), (f) Proof of compliance at Amdt 25-72
    - FAR 25.143 (All) General at Amdt 25-84 (requirement modified with ESF IP F-2)
    - FAR 25.145 (All) Longitudinal control at Amdt 25-84 (requirement modified with ESF IP F-2)
    - FAR 25.147 (All) Directional and lateral control at Amdt 25-72 (requirement modified with ESF IP F-2)
    - FAR 25.149 (All) Minimum control speed at Amdt 25-84 (requirement modified with ESF IP F-2)
    - FAR 25.161 (All) Trim. at Amdt 25-38 (requirement modified with ESF IP F-2)
    - FAR 25.171 General. (All) at Amdt 25-7
    - FAR 25.173 Static longitudinal stability (All) at Amdt 25-7
    - FAR 25.175 Demonstration of static longitudinal stability (All) at Amdt 25-7 (requirement modified with ESF IP F-2)
    - FAR 25.177 Static directional and lateral stability (All) at Amdt 25-72 (requirement modified with ESF IP F-2)
SECTION 5: MODEL C-295 - continued

- FAR 25.181 (All) Dynamic stability at Amdt 25-72 (requirement modified with ESF IP F-2)
- FAR 25.201 (All) Stall demonstration at Amdt 25-84 (requirement modified with ESF IP F-2)
- FAR 25.203 (All) Stall characteristics at Amdt 25-84
- FAR 25.207 (All) Stall warning at Amdt 25-42 (requirement modified with ESF IP F-2).
- FAR 25.231 (All) Longitudinal stability and control at Amdt 25-0
- FAR 25.233 (All) Directional stability and control at Amdt 25-42 (requirement modified with ESF IP F-2)
- FAR 25.235 (All) Taxiing condition at Amdt 25-0
- FAR 25.237 (All) Wind velocities at Amdt 25-42 (requirement modified with ESF IP F-2)
- FAR 25.251 (All) Vibration and buffeting at Amdt 25-77
- FAR 25.253 (All) High-speed characteristics at Amdt 25-84
- FAR 25.255 (All) Out-of-trim characteristics at Amdt 25-42
  • Plus for Icing:
    - FAR 25.1419 (a) Ice protection at Amdt 25-72
  • Plus for Flight Controls:
    - FAR 25.1301 (d) Function and installation at Amdt 25-0

The validity of this justification must be reassessed in case of any subsequent type design change, modification, or repair to ensure the level of safety of the C-295FW is maintained.

4.3 Certification basis revised for major significant modifications DC10278, DC10280, DC10281, DC10282, DC10283, DC10284, DC10285, DC10286, DC10288, DC10289, DC10290, DC10291, DC10310, DC10415, DC10416, DC10417, DC10418, DC10419, DC10420, DC10421, DC10422, DC10423, DC10424, DC10426, DC10428, DC10429, DC10450, DC10451 and DC10293.

- The certification basis is that of the C-295 amended by the following:
  - CS 25, Amendment 15, dated 23 July 2014

  • For Cockpit system (cockpit arrangement and human factors):
    - 25.207 (a), (b) Stall warning
    - 25.677 (b) Trim Systems
    - 25.699 (a), (b) Lift and drag device indicator
    - 25.703 (a), (b4) Take-off warning system
    - 25.729 (e2), (e4), (e7) Retracting mechanism
    - 25.735 (h) Brakes and braking systems
    - 25.771 (a), (c), (e) Pilot compartment
    - 25.773 (a2) Pilot compartment view
    - 25.777 (a), (b), (c) Cockpit controls
    - 25.841 (b5), (b6) Pressurized cabins
    - 25.843 (b3) Tests for pressurized cabins
    - 25.854 (a) Lavatory fire protection
    - 25.858 (a), (c) Cargo compartment fire detection systems
    - 25.1141 (f2i) Powerplant controls: general
    - 25.1155 (d) Reverse thrust and propeller pitch settings below the flight regime
    - 25.1203 (b2), (b3), (d) Fire-detector system
SECTION 5: MODEL C-295 - continued

- 25.1301 (a1), (a2), (a3) Function and installations
- 25.1302 (All) Installed systems and equipment for use by the flight crew
- 25.1303 (a), (b), (c1) Flight and navigation instruments
- 25.1305 all except (a3), (a8), (c8), (d1), (d2), (d3), (f) Powerplant instruments
- 25.1307 (d), (e) Miscellaneous equipment
- 25.1321 (All) Arrangement and visibility
- 25.1322 (a2), (b1), (b2), (b3), (d2), (f) Flight Crew Alerting
- 25.1323 (f) Airspeed indicating system
- 25.1309 (a), (a1), (c) Equipment, system and installations
- 25.1325 (f) Static pressure systems
- 25.1326 (All) Pitot heat indication
- 25.1327 (a), (b) Direction Indicator
- 25.1329 (f), (i), (j) Flight Guidance System
- 25.1331 (a3) Instruments using a power supply
- 25.1333 (b) Instrument systems
- 25.1337 (b1, (e) Powerplant instruments
- 25.1351 (b5), (b6) General
- 25.1381 (All) Instrument lights
- 25.1419 (c) Ice protection
- 25.1435 (b1) Hydraulic System
- 25.1457 (d3) Cockpit voice recorders
- 25.1459 (a4) Flight recorders
- 25.1523 (All) Minimum flight crew
- 25.1543 (b) Instrument Markings
- 25.1545 (-) Airspeed limitation information
- 25.1549 (All) Powerplant instruments
- 25.1555 (All) Control markings

- Plus for Hardware:
  - 25.1309 (a), (a1), (a2), (b1), (b2), (b3), (c) Equipment, system and installations

- Plus for Structural Dynamics:
  - 25.1329 (g) Flight Guidance System

- Plus for Stress:
  - 25.303 (All) Factor of safety
  - 25.305 (All) Strength and deformation
  - 25.307 (All) Proof of structure
  - 25.365 (All) Pressurised compartment loads
  - 25.561 (All) General
  - 25.625 (All) Fitting factors
  - 25.631 (All) Bird strike damage

- Plus for Fatigue:
  - 25.571 (All) Damage-tolerance and fatigue evaluation of structure

- Plus for EMI & EMC, Lightning and HIRF:
  - 25.581 (All) Lightning protection
  - 25.899 (All) Electrical bonding and protection against static electricity
SECTION 5: MODEL C-295 - continued

- 25.1316 (All) System lightning protection
- 25.1353 (a) Electrical equipment and installations
- 25.1431 (c) Electronic equipment

• Plus for Airplane Flight Manual:
  - 25.1309 (c) Equipment, system and installations
  - 25.1501 (b) General
  - 25.1581 (All) General
  - 25.1583 (All) Operating limitations
  - 25.1585 (All) Operating procedures
  - 25.1587 (All) Performance information

• Plus for Safety:
  - 25.671 (c) General (Control Systems)
  - 25.672 (c) Stability augmentation and automatic and power-operated systems
  - 25.734 (All) Protection against wheel and tyre failures
  - 25.903 (d1) Engines
  - 25.905 (d) Propellers
  - 25.1329 (b) Flight Guidance System
  - 25.1333 (b) Instrument systems
  - 25.1709 (a1), (a2),(b) System Safety; EWIS
  - 25.1725 (b) Powerplants; EWIS
  - 25.1309 (b1), (b2), (b3), (c) Equipment, system and installations

• Plus for Software:
  - 25.1309 (b1), (b2), (b3), (c) Equipment, system and installations

• Plus for Flight Controls System and Autopilot:
  - 25.671 (c) General (Control Systems)
  - 25.672 (All) Stability augmentation and automatic and power-operated systems
  - 25.677 (b) Trim Systems
  - 25.685 (a) Control System details
  - 25.699 (a) (b) Lift and drag device indicator
  - 25.703 (a), (b1), (b2), (b3), (b4) Take-off warning system
  - 25.1301 (a1), (a2), (a3) Function and installations
  - 25.1309 (a1), (c) Equipment, system and installations
  - 25.1329 (All) except (k), (b) and (m) Flight Guidance System
  - 25.1431 (a) Electronic equipment

• Plus for Avionics:
  - Displays and controls:
    - 25.207 (b) Stall warning
    - 25.677 (b) Trim Systems
    - 25.699 (a), (b) Lift and drag device indicator
    - 25.703 (a), (b4) Take-off warning system
    - 25.729 (e2), (e7) Retracting mechanism
    - 25.735 (h) Brakes and braking systems
    - 25.841 (b6), (b8) Pressurized cabins
    - 25.843 (b3) Tests for pressurized cabins
SECTION 5: MODEL C-295 - continued

- 25.854 (a) Lavatory fire protection
- 25.858 (a), (c) Cargo compartment fire detection systems
- 25.1141 (f2i) Powerplant controls: general
- 25.1155 (d) Reverse thrust and propeller pitch settings below the flight regime
- 25.1203 (b2), (b3) Fire-detector system
- 25.1301 (a1), (a2), (a3) Function and installations
- 25.1303 (b5), (c1) Flight and navigation instruments
- 25.1305 (All) except (a3), (a8), (c8), (d1), (d2), (d3), (f) Powerplant instruments
- 25.1307 (c) Miscellaneous equipment
- 25.1322 (a1), (a3), (b1), (b2), (b3), (c1), (c2), (c3), (d1), (d2), (e1) Flight Crew Alerting
- 25.1325 (f) Static pressure systems
- 25.1326 (All) Pitot heat indication
- 25.1331 (a1), (a2), (b) Instruments using a power supply
- 25.1337 (b1) Powerplant instruments
- 25.1419 (c) Ice protection
- 25.1435 (b1) Hydraulic System
- 25.1459 (All) Flight recorders
- 25.1549 (a), (c), (d) Powerplant instruments
- 25.1431 (a), (d) Electronic equipment
- 25.1309 (a1), (a2), (c) Equipment, system and installations

Communication:
- 25.1301 (a1), (a2), (a3) Function and installations
- 25.1307 (c), (d) Miscellaneous equipment
- 25.1322 (c1), (d2) Flight Crew Alerting
- 25.1457 (All) Cockpit voice recorders
- 25.1431 (a), (d) Electronic equipment
- 25.1309 (a1), (a2), (c) Equipment, system and installations

Navigation:
- 25.1301 (a1), (a2), (a3) Function and installations
- 25.1303 (a1), (b1-b6) (c1) Flight and navigation instruments
- 25.1307 (c), (e) Miscellaneous equipment
- 25.1309 (a1), (a2), (c) Equipment, system and installations
- 25.1323 (a), (c), (f), (g), (h) Airspeed indicating system
- 25.1325 (a), (c1), (c2), (d), (e), (f) Static pressure systems
- 25.1327 (a), (c) Direction Indicator
- 25.1331 (a3), (b) Instruments using a power supply
- 25.1333 (All) Instrument systems
- 25.1431 (a), (d) Electronic equipment

Surveillance:
- 25.1301 (a1), (a2), (a3) Function and installations
- 25.1303 (b5) Flight and navigation instruments
- 25.1307 (c) Miscellaneous equipment
- 25.1309 (a1), (a2), (c) Equipment, system and installations
- 25.1331 (a3), (b) Instruments using a power supply
- 25.1333 (a) Instrument systems
SECTION 5: MODEL C-295 - continued

- 25.1431 (a), (d) Electronic equipment

  - Plus for Flight Management System:
    - 25.1301 (a1) Function and installations
    - 25.1309 (a1), (c) Equipment, system and installations

  - Plus for Antennas:
    - 25.1309 (a1), (a2) Equipment, system and installations
    - 25.1431 (a) Electronic equipment

  - Plus for Power Plant:
    - 25.1155 (d) Reverse thrust and propeller pitch settings below the flight regime
    - 25.1301 (a1) Function and installations
    - 25.1305 (a3), (a4), (a5), (a6), (c1-c3), (c6), (c7), (e1), (e2) Powerplant instruments
    - 25.1337 (d), (e) Powerplant instruments
    - 25.1549 (All) Powerplant instruments
    - 25.1309 (c) Equipment, system and installations

  - Plus for Doors:
    - 25.1301 (a1) Function and installations
    - 25.1309 (c) Equipment, system and installations

  - Plus for Hydraulics:
    - 25.1301 (a1) Function and installations
    - 25.1435 (b1) Hydraulic System
    - 25.1309 (c) Equipment, system and installations

  - Plus for Landing Gear:
    - 25.729 (e2-e7) Retracting mechanism
    - 25.735 (h) Brakes and braking systems
    - 25.1301 (a1), (a2), (a3) Function and installations
    - 25.1309 (a1), (a2), (c) Equipment, system and installations

  - Plus for Fire Protection:
    - 25.854 (a) Lavatory fire protection
    - 25.858 (a) (c) Cargo compartment fire detection systems
    - 25.1203 (b2), (b3), (d) Fire-detector system
    - 25.1301 (a1) Function and installations
    - 25.1305 (a7), Powerplant instruments
    - 25.1309 (c) Equipment, system and installations

  - Plus for IMA:
    - 25.1301 (a1), (a3) Function and installations

  - Plus for Electrics:
    - 25.1301 (a1) Function and installations
    - 25.1303 (b4) Flight and navigation instruments
    - 25.1351 (b6) General
    - 25.1457 (d1) Cockpit voice recorders
    - 25.1459 (a3) Flight recorders
    - 25.1309 (c) Equipment, system and installations

  - Plus for OMS:
    - 25.1301 (a1), (a2), (a3) Function and installations
SECTION 5: MODEL C-295 - continued

- Plus for Environmental Control System:
  - 25.841 (b5), (b6), (b8) Pressurized cabins
  - 25.843 (b3) Tests for pressurized cabins
  - 25.1301 (a1), (a2), (a3) Function and installations
  - 25.1326 (All) Pitot heat indication
  - 25.1419 (c) Ice protection
  - 25.1309 (a1), (a2), (c) Equipment, system and installations

- Plus for EWIS:
  - 25.1701 (All) Definition
  - 25.1703 (a),(b),(d),(e) Function and installation EWIS
  - 25.1705 (a), (b) System and Functions EWIS
  - 25.1707 (All) System Separation EWIS
  - 25.1711 (All) Component identification; EWIS
  - 25.1713 (a), (c) Fire protection; EWIS
  - 25.1715 (All) Electrical bonding and protection against static electricity; EWIS
  - 25.1717 (All) Circuit protection devices; EWIS
  - 25.1719 (All) Accessibility Provisions; EWIS
  - 25.1721(All) Protection of EWIS

- Plus for FUEL:
  - 25.961 (a) Fuel system hot weather operation
  - 25.1141 (f2i), (f2ii) Powerplant controls: general
  - 25.1301 (a1) Function and installations
  - 25.1305 (a1), (a2i), (a2ii), (a2iii), (a2iv) Powerplant instruments
  - 25.1337 (b1), (b2), (b3) Powerplant instruments
  - 25.1527 (All) Ambient air temperature and operating altitude
  - 25.1309 (c) Equipment, system and installations

- Plus for ICA:
  - 25.1529 (-) Instructions for Continued Airworthiness
  - 25.1729 (-) Instructions for Continued Airworthiness; EWIS

- CS 25, Amendment 17, dated 15 July 2015
  - HIRF elect to comply:
    - 25.1317 (All) High-intensity Radiated Fields (HIRF) Protection

- Reversion:
The following reversion from the defined certification basis has been accepted:
  - Certification Specification 25, Amendment 3, dated 19 September 2007:
    - Doors:
      - CS 25.783 (e) Doors

- Plus Airworthiness Requirements CS-ACNS, Certification Specification ACNS Initial Issue, dated 17 December 2013
  - CS-ACNS Book 1 Subpart B Section 1 - Voice Channel Spacing (VCS) (8.33 KHZ).
  - CS-ACNS Book 1 Subpart B Section 2 - Data Link Services.
  - CS-ACNS Book 1 Subpart D Section 2 - Mode S Elementary Surveillance.
  - CS-ACNS Book 1 Subpart D Section 3 - Mode S Enhanced Surveillance.
  - CS-ACNS Book 1 Subpart D Section 4 - 1090 MHz Extended Squitter ADS-B Out.
SECTION 5: MODEL C-295 - continued

- CS-ACNS Book 1 Subpart E Section 1 - Terrain Awareness And Warning System (TAWS).
  - For Safety :
    - CS ACNS.B.VCS.025
    - CS ACNS.B.VCS.030
    - CS ACNS.B.DLS.B1.030
    - CS ACNS.B.DLS.B1.035
    - CS ACNS.D.EHS.020
    - CS ACNS.D.EHS.025
    - CS ACNS.D.ADSB.100 (a1-a18), (b)
    - CS ACNS.D.ADSB.105 (a)
    - CS ACNS.E.TAWS.040 (a), (b), (c)
    - CS ACNS.E.TAWS.045
  - Plus for Cockpit system (cockpit arrangement and human factors):
    - CS ACNS.B.VCS.040 (a), (b), (c)
    - CS ACNS.B.DLS.B1.005
    - CS ACNS.B.DLS.B1.010 (a1-a7)
    - CS ACNS.D.ELS.030 (a1-a8)
    - CS ACNS.D.ADSB.090 (a), (b)
    - CS ACNS.E.TAWS.025 (a), (b)
    - CS ACNS.E.TAWS.030 (a), (b1-b6), (c), (d), (e)
    - CS ACNS.E.TAWS.035 (a), (b), (c), (d), (e), (f)
    - CS ACNS.E.TAWS.075
    - CS ACNS.E.TAWS.080 (a1-a5)
  - Plus for Antenna:
    - CS ACNS.D.ELS.060 (a), (b)
    - CS ACNS.D. ADSB.045
  - Plus for Flight Management System:
    - CS ACNS.E.TAWS.010
- Plus for Avionics:
  - For Communications:
    - CS ACNS.B.VCS.010 (a), (b)
    - CS ACNS.B.VCS.020 (a), (b), (c), (d)
    - CS ACNS.B.VCS.040 (a), (b), (c)
    - CS ACNS.B.DLS.B1.005
    - CS ACNS.B.DLS.B1.010 (a1-a7), (b)
    - CS ACNS.B.DLS.B1.020 (a), (b), (c), (d)
    - CS ACNS.B.DLS.B1.025
    - CS ACNS.B.DLS.B1.040
    - CS ACNS.B.DLS.B1.050
    - CS ACNS.B.DLS.B1.055
    - CS ACNS.B.DLS.B1.060
    - CS ACNS.B.DLS.B1.070
    - CS ACNS.B.DLS.B1.075
    - CS ACNS.B.DLS.B1.080
    - CS ACNS.B.DLS.B1.085
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- CS ACNS.B.DLS.B1.090
- CS ACNS.B.DLS.B1.095
- CS ACNS.B.DLS.B1.100
- CS ACNS.B.DLS.B1.105
- CS ACNS.B.DLS.B1.110
- CS ACNS.B.DLS.B1.115
- CS ACNS.B.DLS.B1.120
- CS ACNS.B.DLS.B1.125
- CS ACNS.E.TAWS.075

- Plus for Display and Controls:
  - CS ACNS.B.VCS.040 (c)
  - CS ACNS.B.DLS.B1.005
  - CS ACNS.B.DLS.B1.010 (a1)
  - CS ACNS.D.ELS.030 (a4), (a6)
  - CS ACNS.D.ADSB.090 (b)
  - CS ACNS.E.TAWS.035 (a), (b), (c), (f)
  - CS ACNS.E.TAWS.025 (a), (b)
  - CS ACNS.E.TAWS.030 (b4), (c)
  - CS ACNS.E.TAWS.060 (c), (d), (f)
  - CS ACNS.E.TAWS.070 (a), (b), (c)

- Plus for Navigation:
  - CS ACNS.D.ELS.025 (a), (b), (c)
  - CS ACNS.D.ADSB.025 (a), (c)
  - CS ACNS.D.ADSB.070 (a), (b), (c)
  - CS ACNS.D.ADSB.085 (a), (b)
  - CS ACNS.D.ADSB.110
  - CS ACNS.E.TAWS.010
  - CS ACNS.E.TAWS.060 (a), (e)

- Plus for Surveillance:
  - CS ACNS.D.ELS.010 (a), (b), (c)
  - CS ACNS.D.ELS.015 (a1-a10)
  - CS ACNS.D.ELS.020 (a), (b)
  - CS ACNS.D.ELS.025 (c)
  - CS ACNS.D.ELS.030 (a1-a8), (b)
  - CS ACNS.D.ELS.040
  - CS ACNS.D.ELS.045
  - CS ACNS.D.ELS.055
  - CS ACNS.D.ELS.060 (a), (b)
  - CS ACNS.D.ELS.065
  - CS ACNS.D.EHS.010
  - CS ACNS.D.EHS.015 (a1-a9), (b), (c)
  - CS ACNS.D.ADSB.020 (a), (b)
  - CS ACNS.D.ADSB.025 (b)
  - CS ACNS.D.ADSB.030
  - CS ACNS.D.ADSB.035
  - CS ACNS.D.ADSB.040
SECTION 5: MODEL C-295 - continued

- CS ACNS.D. ADSB.045
- CS ACNS.D. ADSB.050
- CS ACNS.D. ADSB.060 (a), (b)
- CS ACNS.D. ADSB.070 (a), (b), (c)
- CS ACNS.D. ADSB.080
- CS ACNS.D. ADSB.085 (a), (b)
- CS ACNS.D. ADSB.090 (a), (b)
- CS ACNS.D. ADSB.110
- CS ACNS.D. ADSB.115
- CS ACNS.D. ADSB.120
- CS ACNS.E. TAWS.005
- CS ACNS.E. TAWS.010
- CS ACNS.E. TAWS.015 (a), (b), (c), (d)
- CS ACNS.E. TAWS.020 (a), (b)
- CS ACNS.E. TAWS.025 (a), (b)
- CS ACNS.E. TAWS.030 (b1-b6), (c), (e)
- CS ACNS.E. TAWS.035 (a), (b), (c), (d), (e), (f)
- CS ACNS.E. TAWS.050
- CS ACNS.E. TAWS.055 (a), (b)
- CS ACNS.E. TAWS.060 (a), (c), (d), (f)
- CS ACNS.E. TAWS.070 (a), (b), (c)
- CS ACNS.E. TAWS.075
- CS ACNS.E. TAWS.080 (a1-a5)

5. Special Conditions

5.1 Original Special Conditions part of Certification Basis
- SC-F-1 “Effect of external radiation over aircraft systems”
- SC-E-2 “Power Control Automatic System”

5.2 Additional Special Conditions for C-295FW (Commercial designation only)
- CRI F-05 “Security Protection of Aircraft Systems and Networks”
- CRI F-06 “Flight Recorders and Data Link Recording”
- CRI F-25 “Non-rechargeable Lithium Battery Installations”

6. Exemptions
- Exemption to FAR 25.571(e)(1), granted by DGAC-ES on 29 October 1998.

7. Deviations

7.1 Deviations for C-295FW (Commercial designation only):
- CRI F-26 “Mode-S and ADSB-out Extended Squitter Installation”
- CRI F-27 “Compliance with CS25.1322, Amendment 15”

8. Equivalent Safety Findings

8.1 Original Equivalent Safety Findings part of Certification Basis:
- In relation with the regulation 14 CFR Section 25.1149: Propeller speed and pitch controls.
- Use the stall speed to 1-g to show compliance with the corresponding paragraphs of 14 CFR Part 25 instead of “Minimum Speed” in stall.

8.2 Additional Equivalent Safety Findings for C-295FW (Commercial designation only):
SECTION 5: MODEL C-295 - continued

IP F-2 “Use of 1-g Stall Speeds Instead of Minimum Speed in the Stall as a Basis for Determining Compliance”
CRI E-01 “Green Arc for Powerplant Instrument”
CRI F-19 “FOB Miscompare”

9. Elect to comply
Hereafter are listed regulations that TC Holder elects to comply for the major not significant modifications (See Note 5.2).

9.1 For modification DC10736A elect to comply:
- CS 25 Amendment 16, dated 12 March 2015:
  - For Airplane Flight Manual:
    - 25.1581 (a), (a1), (a2), (b), (d) General
    - 25.1583 (a) (c) Operating limitations

9.2 For modifications DC10738A, DC10740A, DC10741A, DC10735A elect to comply:
- CS 25 Amendment 16, dated 12 March 2015:
  - For ICA:
    - 25.1529 (-) Instructions for Continued Airworthiness

9.3 For modifications DC10287, DC10550, DC10967 elect to comply:
- CS 25 Amendment 15, dated 23 July 2014:
  - For Stress:
    - 25.303 (All) Factor of safety
    - 25.305 (All) Strength and deformation
    - 25.307 (All) Proof of structure
    - 25.365 (All) Pressurized compartment loads
    - 25.561 (All) General
    - 25.625 (All) Fitting factors
    - 25.631 (All) Bird strike damage
  - Plus for Fatigue:
    - 25.571 (All) Damage-tolerance and fatigue evaluation of structure
  - Plus for Electric Analysis:
    - 25.869 (a1) (a2) (a3) Fire protection: systems
    - 25.1163 (a), (b), (c) Powerplant accessories
    - 25.1301 (a1) (a2) (a3) Function and installations
    - 25.1307 (c) Miscellaneous equipment
    - 25.1309 (a1), (a2), (c)Equipment, system and installations
    - 25.1310 (All) Power source capacity and distribution
    - 25.1315 (All) Negative acceleration
    - 25.1351 (All) except (c) General
    - 25.1353 (b), (c1), (c2), (c3), (c4), Electrical equipment and installations
    - 25.1355 (c) Distribution system
    - 25.1357 (All) except (f) Circuit protective devices
    - 25.1360 (All) Precautions against injury
    - 25.1362 (-) Electrical supplies for emergency conditions
    - 25.1363 (All) Electrical system tests
    - 25.1431 (a) Electronic equipment
    - 25.1461 (b), (c) Equipment containing high-energy rotor
  - Plus for Power Plant:
SECTION 5: MODEL C-295 - continued

- 25.901 (b1) Engines
- 25.1041 General
- 25.1163 (a), (b) Powerplant accessories
  - Plus for EMI & EMC, Lightning and HIRF:
    - 25.1316 (All) System lightning protection
    - 25.1353 (a) Electrical equipment and installations
    - 25.1431 (c) Electronic equipment
  - Plus for Safety:
    - 25.734 Protection against wheel and tyre failures
    - 25.903 (d1) Engines
    - 25.905 (d) Propellers
    - 25.1309 (b1), (b2), (b3) Equipment, system and installations
  - Plus for Airplane Flight Manual:
    - 25.1581 (All) General
    - 25.1585 (All) Operating procedures
- CS 25, Amendment 17, dated 15 July 2015:
  - HIRF:
    - 25.1317 (All) High-intensity Radiated Fields (HIRF) Protection

9.4 For modification DC10402 elect to comply:

- CS 25 Amendment 15, dated 23 July 2014:
  - For Safety:
    - 25.734 Protection against wheel and tyre failures
    - 25.903 (d1) Engines
    - 25.905 (d) Propellers
    - 25.1309 (b1), (b2), (b3) Equipment, system and installations
  - Plus for Cockpit system (cockpit arrangement and human factors):
    - 25.1309 (c) Equipment, system and installations
  - Plus for ECS:
    - 25.831 (d) Ventilation
    - 25.1301 (a1) (a2) (a3) Function and installations
    - 25.1309 (a1), (a2), (c) Equipment, system and installations
    - 25.1461 (All) Equipment containing high-energy rotors
  - Plus for EMI & EMC, Lightning and HIRF:
    - 25.1316 (All) System lightning protection
    - 25.1353 (a) Electrical equipment and installations
    - 25.1431 (c) Electronic equipment
  - Plus for Airplane Flight Manual:
    - 25.1501 (b) General Operating Limitations And Information
    - 25.1581 (All) General
    - 25.1583 (All) Operating limitations
    - 25.1585 (All) Operating procedures
  - Plus for ICA:
    - 25.1529 (-) Instructions for Continued Airworthiness
    - 25.1729 (-) Instructions for Continued Airworthiness; EWIS

- CS 25, Amendment 17, dated 15 July 2015
SECTION 5: MODEL C-295 - continued

- For HIRF:
  - 25.1317 (All) High-intensity Radiated Fields (HIRF) Protection

9.5 For modification DC10656 elect to comply:
- **CS 25 Amendment 15, dated 23 July 2014:**
  - For Fire Protection:
    - 25.854 (All) Lavatory fire protection
    - 25.855 (h2), (i), Cargo or baggage compartments
    - 25.858 (a), (b), (d) Cargo or baggage compartment smoke or fire detection systems
    - 25.863 (All) Flammable fluid fire protection
    - 25.1301 (a1), (a2), (a3) Function and Installation
    - 25.1309 (a1) Equipment, systems and installations
  - Plus for Safety:
    - 25.734 Protection against wheel and tyre failures
    - 25.903 (d1) Engines
    - 25.905 (d) Propellers
    - 25.1309 (b1), (b2), (b3), (c), Equipment, systems and installations
  - Plus for EMI & EMC, Lightning and HIRF:
    - 25.1353 (a) Electrical equipment and installations
    - 25.1316 (All) System lightning protection
    - 25.1431 (c) Electronic equipment
- **CS 25, Amendment 17, dated 15 July 2015**
  - For HIRF:
    - 25.1317 (All) High-intensity Radiated Fields (HIRF) Protection

9.6 For modification DC10998-E elect to comply:
- **CS 25 Amendment 15, dated 23 July 2014:**
  - For Flight Control System:
    - 25.1329 (a), (i) Flight Guidance System
    - 25.1705 (a) System and Functions EWIS
  - Plus for Avionics (Displays and Controls):
    - 25.1301 (a1) Function and installations
    - 25.1459 (e) Flight recorders
    - 25.1705 (a) System and Functions EWIS
  - Plus for EWIS:
    - 25.1701 (All) Definition
    - 25.1703 (a), (b), (d), (e) Function and installation EWIS
    - 25.1705 (All) System and Functions EWIS
    - 25.1707 (All) System Separation EWIS
    - 25.1711 (All) Component identification; EWIS
    - 25.1713 (a), (c) Fire protection; EWIS
    - 25.1715 (All) Electrical bonding and protection against static electricity; EWIS
    - 25.1717 (All) Circuit protection devices; EWIS
    - 25.1719 (All) Accessibility Provisions; EWIS
    - 25.1721 (All) Protection of EWIS
SECTION 5: MODEL C-295 - continued

- Plus for Cockpit system (cockpit arrangement and human factors):
  - 25.771 (a), (c) Pilot compartment
  - 25.777 (a), (b), (c) Cockpit controls
  - 25.1301 (a1), (a2) Function and installations
  - 25.1302 (a), (b), (c), (d) Installed systems and equipment for use by the flight crew
  - 25.1321 (a) Arrangement and visibility
  - 25.1381 (a), (b) Instrument lights
  - 25.1523 (a), (b), (c) Minimum flight crew
  - 25.1555 (a) Control markings
- Plus for EMC:
  - 25.1707 (b) System Separation EWIS
  - 25.1715 (a) Electrical bonding and protection against static

9.7 For modification DC10943-E elect to comply:
- CS 25 Amendment 15, dated 23 July 2014:
  - For Fire protection:
    - 25.561 (c1)(i) General
    - 25.851 (a1), (a2), (a3), (a5), (a6), (a7), (a8), (c) Fire extinguishers
    - 25.1301 (a1), (a2), (a3) Function and installations Function and installation
    - 25.1309 (a1) Equipment, system and installations

9.8 For modification DC11090-E elect to comply:
- CS 25 Amendment 15, dated 23 July 2014:
  - For Flight Control System:
    - 25.699 (a) Lift and drag device indicator
    - 25.703 (a1) Take-off warning system
- CS 25, Amendment 17, dated 15 July 2015
  - For HIRF:
    - 25.1317 (All) High-intensity Radiated Fields (HIRF) Protection

9.9 For modification DC11174-E, DC10890-E, DC11301-E elect to comply:
- CS 25, Amendment 17, dated 15 July 2015
  - For HIRF:
    - 25.1317 (All) High-intensity Radiated Fields (HIRF) Protection

9.10 For modification DC10907-E elect to comply:
- CS 25 Amendment 15, dated 23 July 2014:
  - For Lightning Direct Effects (LDE):
    - 25.899 (All) Electrical bonding and protection against static electricity
- CS 25, Amendment 17, dated 15 July 2015
  - For HIRF:
    - 25.1317 (All) High-intensity Radiated Fields (HIRF) Protection
- For Powerplant
  - FAR 25.901 (b1), (b4) Installation amd 126

9.11 For modification DC10973-E and DC10974-E, DC11678-E, DC11680A-E elect to comply:
- CS 25 Amendment 15, dated 23 July 2014:
  - For Flight Control System:
    - 25.1301 (a1) Function and installations
    - 25.1329 (c), (d), (e), (g) Flight Guidance System
SECTION 5: MODEL C-295 - continued

- Plus for Cockpit system (cockpit arrangement and human factors):
  - 25.771 (a) Pilot compartment
  - 25.773 (a2) Pilot compartment view
  - 25.777 (a),(b),(c) Cockpit controls
  - 25.1301 (a1) Function and installations
  - 25.1302 (a),(b),(c),(d) Installed systems and equipment for use by the flight crew
  - 25.1309 (c) Equipment, system and installations
  - 25.1322 (b),(e1),(f) Flight Crew Alerting
  - 25.1381 (a),(b) Instrument lights
  - 25.1523 (a),(b),(c) Minimum flight crew
  - 25.1555 (a) Control markings
- Plus for Flight Management System:
  - 25.1301 (a1) Function and installations
- Plus for IMA:
  - 25.1301 (a1), (a3) Function and installations
- Plus for EWIS:
  - 25.1701 (All) Definition
  - 25.1703 (a), (b), (d), (e) Function and installation EWIS
  - 25.1705 (All) System and Functions EWIS
  - 25.1707 (All) System Separation EWIS
  - 25.1711 (All) Component identification; EWIS
  - 25.1713 (a), (c) Fire protection; EWIS
  - 25.1715 (All) Electrical bonding and protection against static electricity; EWIS
  - 25.1717 - Circuit protection devices; EWIS
  - 25.1719 - Accessibility Provisions; EWIS
  - 25.1721 (All) Protection of EWIS
- Plus for HW Assurance:
  - 25.1309 (All) Equipment, system and installations
- Plus for SW Assurance:
  - 25.1309 (b) Equipment, system and installations
- Plus for Safety:
  - 25.1309 (b), (c) Equipment, system and installations
  - 25.1333 (b) Instrument systems
- Plus for Airplane Flight Manual:
  - 25.1501 (b) General
  - 25.1581 (a1), (a2), (b), (d)
  - 25.1583 (a) Operating limitations
  - 25.1585 (a) Operating procedures
- Plus for EMC:
  - 25.1707 (b) System Separation EWIS
  - 25.1715 (a) Electrical bonding and protection against static
- Plus for Avionics
  - Navigation:
    - 25.1301 (a1), (a2), (a3) Function and installations
SECTION 5: MODEL C-295 - continued

- 25.1303 (b4), (b5), (b6) Flight and navigation instruments
- 25.1307 (c) Miscellaneous equipment
- 25.1309 (a1), (c) Equipment, system and installations
- 25.1327 (a), (c) Direction Indicator
- 25.1331 (a3), (b) Instruments using a power supply
- 25.1333 (a), (c) Instrument systems
- 25.1431 (a), (d) Electronic equipment
- 25.1705 (a),(b)(7), (b)(16) System and Functions EWIS

- Display and Control:
  - 25.1301 (a1) Function and installations
  - 25.1303 (b5) Flight and navigation instruments
  - 25.1309 (c) Equipment, system and installations
  - 25.1322 (a1), (a3), (b), (c), (d1), (e1) Flight Crew Alerting
  - 25.1459 (a1), (e) Flight recorders

- Surveillance:
  - 25.1301 (a1), (a2), (a3) Function and installations
  - 25.1307 (c) Miscellaneous equipment
  - 25.1309 (a1), (c) Equipment, system and installations
  - 25.1431 (a), (d) Electronic equipment
  - 25.1705 (a),(b)(16) System and Functions EWIS

- CS 25, Amendment 17, dated 15 July 2015:
  - For HIRF:
    - 25.1317 (All) High-intensity Radiated Fields (HIRF) Protection

- Plus Airworthiness Requirements CS-ACNS, Certification Specification ACNS Initial Issue, dated 17 December 2013:
  - CS-ACNS Book 1 Subpart D Section 2 - Mode S Elementary Surveillance.
  - CS-ACNS Book 1 Subpart D Section 3 - Mode S Enhanced Surveillance.
  - CS-ACNS Book 1 Subpart D Section 4 - 1090 MHz Extended Squitter ADS-B Out.
  - CS-ACNS Book 1 Subpart E Section 1 - Terrain Awareness And Warning System (TAWS).

  - Surveillance:
    - ACNS.D. EHS.015 (a),(b),(c)
    - ACNS.E. TAWS.010 (-)
    - ACNS.D. ADSB.020 (a), (b)
    - ACNS.D. ADSB.025 (b)
    - ACNS.D. ADSB.035 (All)
    - ACNS.D. ADSB.055 (All)
    - ACNS.D. ADSB.060 (a), (b)
    - ACNS.D. ADSB.070 (a), (b), (c)
    - ACNS.D. ADSB.080 (All)
    - ACNS.D. ADSB.085 (a), (b)
    - ACNS.D. ADSB.090 (a), (b)
    - ACNS.D. ADSB.110 (All)
    - ACNS.D. ELS.015 (a)
    - ACNS.D. ELS.020 (a), (b)
    - ACNS.D. ELS.025 (c)
SECTION 5: MODEL C-295 - continued

- ACNS.D.ELS.030 (a1), (a2), (a3), (a4), (a5), (a6), (a7), (a8), (b)
- ACNS.D.ELS.050 (All)
- ACNS.D.ELS.055 (All)

• Display and Control:
  - ACNS.D.ELS.030 (a4), (a6)
  - ACNS.D.ADSB.090 (b)

• Navigation:
  - ACNS.D.ADSB.025 (a)

9.12 For modification DC10915-E, DC11448S-E and DC11571A-E elect to comply:
  - CS 25 Amendment 15, dated 23 July 2014:
    • For Flight Control System:
      - 25.1301 (a1) Function and installations
    • Plus for Cockpit system (cockpit arrangement and human factors):
      - 25.771 (a) Pilot compartment
      - 25.773 (a2) Pilot compartment view
      - 25.777 (a), (b), (c) Cockpit controls
      - 25.1301 (a1), (a2) Function and installations
      - 25.1302 (a), (b), (c), (d) Installed systems and equipment for use by the flight crew
      - 25.1309 (b), (c) Equipment, system and installations
      - 25.1322 (b), (e1), (f) Flight Crew Alerting
      - 25.1381 (a), (b) Instrument lights
      - 25.1523 (a), (b), (c) Minimum flight crew
      - 25.1555 (a) Control markings
    • Plus for IMA:
      - 25.1301 (a1), (a3) Function and installations
    • Plus for Electrical Analysis:
      - 25.1423 (a1), (a2) Public address system
      - 25.1431 (b) Electronic equipment
    • Plus for EWIS:
      - 25.1701 all Definition
      - 25.1703 (a) (b), (d) (e) Function and installation EWIS
      - 25.1705 (a) System and Functions EWIS
      - 25.1707 (All) System Separation EWIS
      - 25.1711 (All) Component identification; EWIS
      - 25.1713 (a), (c) Fire protection; EWIS
      - 25.1715 (All) Electrical bonding and protection against static electricity; EWIS
      - 25.1717 (-) Circuit protection devices; EWIS
      - 25.1719 (-) Accessibility Provisions; EWIS
      - 25.1721 (All) Protection of EWIS
    • Plus for OMS:
      - 25.1301 (a1), (a2), (a3) Function and installations
SECTION 5: MODEL C-295 - continued

- **Plus for Safety:**
  - 25.671 (c) General (Control Systems)
  - 25.672 (c) Stability augmentation and automatic and power-operated systems
  - 25.1309 (b),(c) Equipment, system and installations
  - 25.1329 (b) Flight Guidance System
  - SC F-25 (5), (6)

- **Plus for Software Assurance:**
  - 25.1309 (b) Equipment, system and installations
  - 25.1301 (a1) Function and installations

- **Plus for Airplane Flight Manual:**
  - 25.1501 (b) General
  - 25.1581 (All) General
  - 25.1583 (All) Operating limitations
  - 25.1585 (a), (a2) Operating procedures

- **Plus for Cyber Security:**
  - SC F-05 (a), (b),(c)

- **Plus for Flight Management System:**
  - 25.1301 (a1) Function and installations
  - 25.1309 (a1) Equipment, system and installations

- **Plus for EMC:**
  - 25.1707 (b) System Separation EWIS
  - 25.1715 (a) Electrical bonding and protection against static electricity; EWIS

- **Plus for Avionics**
  - **Navigation:**
    - 25.1301 (a1) Function and installations
    - 25.1309 (c) Equipment, system and installations
    - 25.1323 (a), (c), (h) Airspeed indicating system
    - 25.1325 (a), (c1),(c2), (d), (e) Static pressure systems
    - 25.1705 (a) System and Functions EWIS
  - **Display and Controls:**
    - CS 25.1301 (a1), (a2) Function and installations
    - CS 25.1309 (a1), (b), (c) Equipment, system and installations
    - CS 25.1322 (a1), (a3), (b), (c), (d1), (e1) Flight Crew Alerting
    - 25.1705 (a) System and Functions EWIS
    - SC F-25 (1), (2), (3), (4), (5), (6)
  - **Surveillance:**
    - CS 25.1301 (a1) Function and installations
    - CS 25.1459(e) Flight recorders
    - 25.1705 (a) System and Functions EWIS
    - SC F-25 (1), (2), (3), (4), (5), (6)
  - **Communication:**
    - 25.1301 (a1), (a2), (a3), Function and installations
    - 25.1307 (c) Miscellaneous equipment
    - 25.1309 (a1) Equipment, system and installations
SECTION 5: MODEL C-295 - continued

- 25.1423 (c), (d), (e), (f) Public address system
- 25.1431 (a), (d) Electronic equipment
- SC F-25 (1), (2), (3), (4), (5), (6)

- CS 25, Amendment 17, dated 15 July 2015
  - For HIRF:
    - 25.1317 (All) High-intensity Radiated Fields (HIRF) Protection

- Plus Airworthiness Requirements CS-ACNS, Certification Specification ACNS Initial Issue, dated 17 December 2013:
  - CS-ACNS Book 1 Subpart E Section 1 - Terrain Awareness And Warning System (TAWS).
    - Surveillance:
      - ACNS.E.TAWS.010

9.13 For modification DC11416S-E, elect to comply:
- CS 25 Amendment 15, dated 23 July 2014:
  - For Stress:
    - 25.303 (All) Factor of safety
    - 25.305 (All) Strength and deformation
    - 25.307 (All) Proof of structure
    - 25.365 (All) Pressurised compartment loads
    - 25.561 (All) General
    - 25.619 (All) Special factors
    - 25.625 (All) Fitting factors
  - Plus for Fatigue:
    - 25.571 (a), (b) Damage-tolerance and fatigue evaluation of structure

  - For Cockpit system (cockpit arrangement and human factors):
    - 25.777 (a), (b), (c) Cockpit controls
    - 25.1301 (a1) Function and installations
    - 25.1302 (a), (b), (c), (d) Installed systems and equipment for use by the
    - 25.1381 (a), (b), Instrument lights
    - 25.1555 (a) Control markings
  - Plus for Antennas:
    - 25.1301 (a3) Function and installations
    - 25.1309 (a1) Equipment, system and installations
    - 25.1431 (a) Electronic equipment
  - Plus for EWIS:
    - 25.1701 (All) Definition
    - 25.1703 (a) (b), (d), (e) Function and installation EWIS
    - 25.1705 (a), (b16) System and Functions EWIS
    - 25.1707 (a), (b), (i), (j), (l) System Separation EWIS
    - 25.1711 (a), (c), (d), (e) Component identification; EWIS
    - 25.1713 (a), (c) Fire protection; EWIS
    - 25.1719 (-) Accessibility Provisions; EWIS
    - 25.1721 (All) Protection of EWIS
  - Plus EMI & EMC and HIRF
    - 25.1353 (a) Electrical equipment and installations
    - 25.1431 (c) Electronic equipment
SECTION 5: MODEL C-295 - continued

- 25.1707 (b) System Separation EWIS
- Plus Lightning (LDE)
  - 25.581 (All) Lightning protection
  - 25.899 (All) Electrical bonding and protection against static electricity
- Plus for Airplane Flight Manual
  - 25.1581 (a), (a1), (a2), (b), (d) General
  - 25.1585 (a1), (a2) Operating procedures
- Plus for Safety:
  - SC F-25 (5), (6)
- Plus for Avionics:
  - Display and controls:
    - 25.1301 (a1) Function and installations
    - 25.1309 (c) Equipment, system and installations
    - 25.1322 (a1), (a3), (b), (c), (d1), (e1) Flight Crew Alerting
    - SC F-25 (3), (4), (5), (6)
  - Surveillance
    - 25.1301 (a1), (a2), (a3) Function and installations
    - 25.1309 (a1), (c) Equipment, system and installations
    - 25.1431 (a) Electronic equipment
    - 25.1705 (a), (b16) System and Functions EWIS
    - SC F-25 (1), (2), (3), (4), (5), (6)
  - Communications
    - SC F-25 (3), (4), (5), (6)

9.14 For modification DC10702-E, elect to comply:
- CS 25 Amendment 15, dated 23 July 2014:
  - For Airplane Flight Manual:
    - 25.1501 (b) General
    - 25.1581 (a1), (a2); (b), (d) General
    - 25.1583 (c) Operating limitations

9.15 For modification DC10877A elect to comply:
- CS 25 Amendment 16, dated 12 March 2015:
  - For Airplane Flight Manual:
    - 25.1581 (All) General
    - 25.1583 (All) Operating limitations
    - 25.1585 (All) Operating procedures
    - 25.1587 (All) Performance information
  - Plus for ICA:
    - 25.1529 (-) Instructions for Continued Airworthiness

9.16 For modification DC117145-E elect to comply:
- CS 25 Amendment 15, dated 23 July 2014:
  - For Flight Management System:
    - 25.1301 (a2) Function and installations
  - Plus for IMA:
    - 25.1301 (a2) Function and installations
SECTION 5: MODEL C-295 - continued

9.17 For modification DC11609S-E elect to comply:
   - **CS 25 Amendment 15, dated 23 July 2014:**
     - For Cockpit system (cockpit arrangement and human factors):
       - 25.1322 (e) Flight Crew Alerting
     - Plus for Electric Analysis:
       - 25.1310 (a), (b) Power source capacity and distribution
       - 25.1351 (a), (d1), (d2) General
     - Plus for IMA:
       - 25.1301 (a2) Function and installations
     - Plus for OMS:
       - 25.1309 (a1) Equipment, systems and installations
     - Development Assurance
       - 25.1309 (b) Equipment, systems and installations
   - **For Power Plant**
     - FAR 25.901 (a2), (a3) Installation amdt 126

10. Environmental Protection
    For more detail information refer to TCDSN A.186
III. Technical Characteristics and Operational Limitations

1. Type Design Definition
   C-295: Defined in TC-holder technical document number DT-5-ADG-99001 “Type Design Standard Model C-295”
   C-295FW Variant (commercial designation): Defined in TC-holder technical document number TEA-5-DT-200100 “TYPE DESIGN STANDARD C-295FW”, on the production assembly line starting with SN 188 and subsequent.

2. Description
   A high wing, twin-engine turboprop aircraft equipped to carry cargo in a pressurized cabin and intended for short to medium transport routes.

3. Equipment
   The basic required equipment as prescribed in the applicable EASA Regulation must be installed on the aircraft.
   For model C-295, the approved equipment is related in the TC-holder document number DT-5-C-99-5005.
   For C-295FW variant, the approved equipment is related in the TC-holder document number: TEA-5-DT-200289 “C-295FW Equipment List.

4. Dimensions

<table>
<thead>
<tr>
<th></th>
<th>C-295</th>
<th>C-295FW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Span</td>
<td>25.81 m</td>
<td>27.59 m</td>
</tr>
<tr>
<td>Length</td>
<td>24.50 m</td>
<td></td>
</tr>
<tr>
<td>Height</td>
<td>8.66 m</td>
<td></td>
</tr>
<tr>
<td>Wing Area</td>
<td>60 m²</td>
<td></td>
</tr>
</tbody>
</table>

5. Engines
   Two (2) Engines Pratt & Whitney of Canada
   Model P&WC 127G, free turbine turboprop.
   Power turbine / propeller gearing 16.6:1.
   Engine Limits:
   The Maximum Continuous and Take off Static Sea Level ratings at ISA:

<table>
<thead>
<tr>
<th>Operation Condition</th>
<th>Max. Torque %</th>
<th>Max. ITT °C</th>
<th>Max. % NH</th>
<th>Max. % NP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Normal Take off NTO (Two engines operative) (5 minutes)</td>
<td>101</td>
<td>765 (3)</td>
<td>102.3</td>
<td>101</td>
</tr>
<tr>
<td>Take off (One engine inoperative) (5 minutes)</td>
<td>112</td>
<td>800</td>
<td>103.7</td>
<td>101</td>
</tr>
<tr>
<td>Transient (20 seconds)</td>
<td>125</td>
<td>840</td>
<td>104.3</td>
<td>120 (2)</td>
</tr>
<tr>
<td>Maximum continuous (1)</td>
<td>112</td>
<td>800</td>
<td>103.7</td>
<td>101</td>
</tr>
</tbody>
</table>
SECTION 5: MODEL C-295 - continued

(1) Maximum continuous power; although authorized for non-limited periods, is for use in abnormal conditions (for instance Operations with one engine inoperative, important ice, accumulation over the structure, compliance with CTA requirements, or when the obstacles require a descent angle according to pilot decision).
(2) The corresponding transient limit is further restricted to five seconds.
(3) The value shown is an absolute maximum. The steady-state ITT limit for the existing ambient conditions to be observed in a normal take-off (two engine operation), must be obtained from the corresponding AFM.

6. Auxiliary Power Unit
N/A

7. Propellers
Two (2) Propellers Hamilton Standard, Model HSD 568F-5
Blades: Six (6)
Diameter: 3 932 mm (12.9 ft.)

8. Fluids (Fuel, Oil, Additives, Hydraulics)

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Designation</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>JP-8</td>
<td>MIL-T-83133</td>
<td></td>
</tr>
<tr>
<td>Jet A</td>
<td>ASTM D1655</td>
<td></td>
</tr>
<tr>
<td>Jet A-1</td>
<td>ASTM D1655</td>
<td></td>
</tr>
<tr>
<td>Jet B</td>
<td>ASTM D6615</td>
<td></td>
</tr>
<tr>
<td>JP-4</td>
<td>MIL-T-5624</td>
<td></td>
</tr>
<tr>
<td>JP-5</td>
<td>MIL-T-5624</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Oil</th>
<th>C-295</th>
<th>C-295FW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vol. (L)</td>
<td>Moment Arm (mm)</td>
<td>Moment Arm (mm)</td>
</tr>
<tr>
<td>23.02 litres/ engine tank</td>
<td>8 931</td>
<td>10 445</td>
</tr>
<tr>
<td>7.27 litres usable / engine tank</td>
<td>8 835</td>
<td>10 361</td>
</tr>
</tbody>
</table>

Hydraulic:
The approved Hydraulic fluids are MIL-H-5606 8(red) and MIL-H83282 (red). however, when the latter is used the lowest permissible ambient temperature is restricted to -40ºC.

9. Fluid Capacities

- C-295 Usable Fuel:

<table>
<thead>
<tr>
<th>Location</th>
<th>Volume (L)</th>
<th>Weight (Kg)</th>
<th>Moment Arm (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right Wing Main Tank</td>
<td>1 605</td>
<td>1 284</td>
<td>10 419</td>
</tr>
<tr>
<td>Aux Tank</td>
<td>2 161</td>
<td>2 029</td>
<td>10 487</td>
</tr>
</tbody>
</table>
SECTION 5: MODEL C-295 - continued

<table>
<thead>
<tr>
<th>Location</th>
<th>Volume (L)</th>
<th>Weight (Kg)</th>
<th>Moment (mm)</th>
<th>Arm (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Wing</td>
<td>Main Tank</td>
<td>1 605</td>
<td>1 284</td>
<td>10 419</td>
</tr>
<tr>
<td></td>
<td>Aux Tank</td>
<td>2 161</td>
<td>2 029</td>
<td>10 487</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>8 532</td>
<td>7 626</td>
<td></td>
</tr>
</tbody>
</table>

Fuel weight is based upon fuel density 0.80 Kg/litre
Pressure fuelling: maximum pressure for pressure fuelling is 50 psi.

- C-295FW Variant Usable Fuel:

<table>
<thead>
<tr>
<th>Location</th>
<th>Volume (L)</th>
<th>Weight (Kg)</th>
<th>Moment (mm)</th>
<th>Arm (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right Wing</td>
<td>Main Tank</td>
<td>1 695</td>
<td>1 440.5</td>
<td>11 943</td>
</tr>
<tr>
<td></td>
<td>Aux Tank</td>
<td>2 055</td>
<td>1 747</td>
<td>12 058</td>
</tr>
<tr>
<td>Left Wing</td>
<td>Main Tank</td>
<td>1 695</td>
<td>1 440.5</td>
<td>11 943</td>
</tr>
<tr>
<td></td>
<td>Aux Tank</td>
<td>2 055</td>
<td>1747</td>
<td>12 058</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>7 500</td>
<td>6 375</td>
<td></td>
</tr>
</tbody>
</table>

Fuel weights are based on a fuel density of 0.85 kg/litre

10. Airspeed Limits

- C-295

Unless otherwise noted below, airspeeds are indicated airspeeds in knots:
  - $V_{MO}$ (Maximum Operating)
    
    | Sea Level | 245 Knots |
    | 7 000 feet| 254 Knots |
    | 14 000 feet| 245 knots |
    | 25 000 feet| 200 knots |

(Straight line variation between points)
  - $V_A$ (Manoeuvring)
    Sea Level to 25 000 feet: 190 Knots
  - $V_{FE}$ ( Maximum Flap Extended)
    
    | Take off, 10° | 185 Knots |
    | Approach, 15° | 180 Knots |
    | Landing, 23°  | 175 Knots |

- $V_{LO}$ $V_{LE}$ (Operations speeds of landing gear): 175 Knots
- $V_{LO} = V_{LE}$
SECTION 5: MODEL C-295 - continued

- **C-295FW**

Unless otherwise noted below, airspeeds are indicated airspeeds in KIAS:

- **V_{MO}** (Maximum Operating)

<table>
<thead>
<tr>
<th>Altitude (ft)</th>
<th>Airspeed (KIAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea Level</td>
<td>246.4</td>
</tr>
<tr>
<td>15300</td>
<td>246.4</td>
</tr>
<tr>
<td>25000</td>
<td>203.4</td>
</tr>
</tbody>
</table>

(Straight line variation between points)

- **V_{A}** (Manoeuvring)

  Sea Level to 25000 ft: 185 KIAS

- **V_{FE}** (Maximum Flap Extended)

<table>
<thead>
<tr>
<th>Condition</th>
<th>Airspeed (KIAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take off, 10°</td>
<td>190</td>
</tr>
<tr>
<td>Approach, 15°</td>
<td>185</td>
</tr>
<tr>
<td>Landing, 23°</td>
<td>180</td>
</tr>
</tbody>
</table>

- **V_{LO}, V_{LE}** (Operations speeds of landing gear): 180 KIAS

  \[ V_{LO} = V_{LE} \]

For other Speed Limits, see Section 2 of the appropriate “EASA approved” Aircraft Flight Manual, listed herein, for further definition.

11. Flight Envelope

  Maximum Operating Altitude: 25000 ft

12. Operating Limitations

12.1 Approved Operations

- **C-295**

  Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly.

- **C-295FW**

  This commercial variant is certified in the Transport Category and is eligible for the following kinds of operation when the appropriate instruments and equipment required by the airworthiness and/or operating regulations are installed and approved, and are in operable condition:

  - Instrument (IFR).
  - Night Flying.
  - Carriage of cargo.
  - Icing.
SECTION 5: MODEL C-295 - continued

12.2 Other Limitations

- C-295
  Elevator: Up –25.0° Down +12.5°
  Normal Trim Tab: Up +0° Down +12°
  Emergency Trim Tab: Up 0° Down +12°
  Elevator Balance Tab:
  Up (for +12.5° elevator) –2.2°
  Down (for -25° elevator) +7.7°

  Rudder (See Note 5.1):
  Right -19.0° (-22° in Expander Mode)
  Left +12.0° (+16.5° in Expander Mode)
  Rudder trim tab:
  Right –5.0° (-7° in Standby trim)
  Left +5° (+7° in Standby trim)
  Rudder Balance Tab
  (For nominal maximum deflection)
  Right (for -19° rudder) –7.7°
  Left (for +12° rudder) +2.4°

  Ailerons (See Note 5.1)
  Up –18° Down +18°
  Ailerons Trim TabsUp-8.0°Down +8.0°

  Ailerons balance tabs
  (for maximum deflection)
  Trailing edge up for aileron 0°: +5°
  Trailing edge down for aileron +18°: up: -6.7°
  Trailing edge up for aileron –18° down: +16.7°

  Flaps (inner and outer)
  Cruise 0.0°
  Take off 10.0°
  Approach 15.0°
  Landing 23.0°

- C-295FW
  Flaps (inner and outer)
  Cruise 0.0°
  Take off 10.0°
  Approach 15.0°
  Landing 23.0°

  All measurements are taken at trailing edge from neutral position.
  All measurements have a tolerance of +/-0.5°
SECTION 5: MODEL C-295 - continued

13. Maximum Certified Masses

<table>
<thead>
<tr>
<th></th>
<th>C-295</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramp:</td>
<td>21 050 Kg</td>
</tr>
<tr>
<td>Take off:</td>
<td>21 000 Kg</td>
</tr>
<tr>
<td>Landing:</td>
<td>20 700 Kg</td>
</tr>
<tr>
<td>Zero Fuel:</td>
<td>18 500 Kg</td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range

See the appropriate “EASA approved” Aircraft Flight Manual, listed herein, for further definition.

15. Datum

The reference datum is located 2,367 mm (93.19 in.) forward of jig point.
The jig point is defined by a rivet located on the underside skin fuselage nose.

16. Mean Aerodynamic Chord (MAC)

Length: 2,561 mm
L.E. of MAC: 11,115 mm (437.61 in.) aft from reference datum.

17. Levelling Means

Plumb-bob suspended from aft face of aft cockpit compartment bulkhead over reticule on floor.

18. Minimum Flight Crew

Two (2). Pilot and Co-pilot

19. Minimum Cabin Crew

(in accordance with the emergency evacuation test)

- C-295
  Not Available

- C-295FW
  The total number of persons carried, including the minimum flight crew, shall not exceed three

20. Maximum Seating Capacity

Not Applicable for Cargo Configuration

21. Baggage/ Cargo Compartment

- C-295
  Refer to Aircraft Weight and Balance Control and Loading Data Manual for model C-295: TC holder document number DT-5-C-97-5007.
SECTION 5: MODEL C-295 - continued

- C-295FW

Refer to Aircraft Weight and Balance Control and Loading Data Manual:

- TAE-5-DT-160181 “C-295FW EASA-Approved Airplane Weight and Balance Control and Loading Data”
- TAE-5-DT-160181 Basic revision nº 1 C-295FW EASA-Approved Airplane Weight and Balance Control and Loading Data

22. Wheels and Tyres

- For C-295

Refer to the approved equipment that is related in the TC-holder document number DT-5-C-99-5005.

- For C-295FW:

Each main Landing gear leg has two main wheels in tandem configuration designed to fit the following:

- Total wheels number: 4
- Tyre characteristics: DUNLOP DR 30420T 34 X 14.0 – 14 14PR

Nose Landing gear leg has wheel twin arrangement configuration designed to fit

- Total wheels number: 2
- Tyre characteristics: DUNLOP DR 15854T 24 X 7.7 8PR

23. ETOPS

N/A
SECTION 5: MODEL C-295 - continued

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)
   Aircraft Flight Manual for C-295:
   Aircraft Flight Manual for C-295FW (new commercial designation):
     • TAE-5-DT-160180 FLEET REV02 “C-295FW EASA Approved AFM TAE-5-DT-160180
       FLEET REV02”
   Or later EASA AFM approved Revision

   Aircraft operation must be in accordance with the Aircraft Flight Manual (AFM) listed above. All placards required in either the approved AFM, the application operating rules, or the certification basis must be installed on the aircraft.

2. Instructions for Continued Airworthiness and Airworthiness Limitations
   - C-295:
     For model C-295, required structural inspections, inspection times and retirement times for structural parts and for components are listed in Section 1.4.2 of TC-holder document number DT-5-C-99-5008. Material covered in this section must not be changed without EASA approval.
     For model C-295, system certification maintenance requirements are included in Section 1.4.1 of TC-holder document number DT-5-C-99-5008. Material covered in this section must not be changed without EASA approval.
     For model C-295, engine certification maintenance requirements are included in Appendix 1 to Maintenance Review Board Report, TC-holder document number MRBR_C-295_PV01. Material covered in this Appendix must not be changed without EASA approval.
   - C-295FW
     For C-295FW variant Airworthiness Limitations are provided in the:
     Safe Life Airworthiness Limitation Items are provided in the C-295FW Airworthiness Limitations Section (ALS) Part 1, Revision G TAE-5-DT-170120 “C-295FW Airworthiness Limitations.
     Damage-Tolerant Airworthiness Limitation Items are provided in the C-295FW Airworthiness Limitations Section (ALS) Part 2, Revision G TAE-5-DT-170120 “C-295FW Airworthiness Limitations.
     Certification Maintenance Requirements are provided in the C-295FW Airworthiness Limitations Section (ALS) Part 3, Revision G TAE-5-DT-170120 “C-295FW Airworthiness
     C-295FW System Equipment Maintenance Requirements are provided in the C-295FW Airworthiness Limitations Section (ALS) Part 4, Revision G TAE-5-DT-170120 “C-295FW Airworthiness
SECTION 5: MODEL C-295 - continued

C-295FW Fuel System Airworthiness Limitations are provided in in the C-295FW Airworthiness Limitations Section (ALS) Part 5, Revision G TAE-5-DT-170120 “C-295FW Airworthiness

or any further revision or variation approved by EASA.

Maintenance Review Board Report (MRBR), TC holder document number MRBR C-295-PV01.

3. Weight and Balance Manual (WBM)

For C-295 Refer to: Aircraft Weight and Balance Control and Loading Data Manual for model C-295: TC holder document number DT-5-C-97-5007.

For C-295FW Refer to Aircraft Weight and Balance Control and Loading Data Manual for C-295FW:

- TAE-5-DT-160181 “C-295FW EASA-Approved Airplane Weight and Balance Control and Loading Data”
- TAE-5-DT-160181 “Basic revision nº 1 C-295FW EASA-Approved Airplane Weight and Balance Control and Loading Data”
SECTION 5: MODEL C-295 - continued

V. Notes

Note 5.1

A modification has been approved relative to the design of Flight Controls of model C-295, referenced in the modification sheets (CDS), TC-holder document numbers S30301, S30333, S30307, S30338, S30305, S30306, S30331 and S30337. This modification is effective for all serial numbers from 0001 upward and established the new movements as follows:

Aileron
Nominal movement +/-21° +/-0,5°

Rudder Variables End System Movements

Nominal movement -21° +/-0,5°; +12,5° +/-0,5°
Flight movement -23° +/-0,5°; +16,5 +/-0,5°
Ground movement -25°+/ -0,5°; +18,8 +/-0,5°

Aircrafts, model C-295, with this modification introduced must be operated according to the Specific Revision Nº 2 to the Aircraft Flight Manual, TC-holder document number DT- 5-97-5006, “C-295 DGAC approved Aircraft Flight Manual”.

For aircrafts, model C-295, with this modification introduced the following revisions of TC-holder documents apply:

- Revision “C” of DT-5-C-99-5005, “C-295 Equipment List”, and
- the Revision “C” of DT-5-ADG-99001, “Type Design Standard model C-295”.

Note 5.2

The C-295 Airplanes on these modifications have been applied will be designate with the new commercial designation C-295FW:

DC10718A, DC10735A, DC10736A, DC10737A, DC10738A, DC10739A, DC10740A, DC10741A, DC10877A, DC10892, DC10278, DC10280, DC10282, DC10283, DC10284, DC10285, DC10286, DC10288, DC10289, DC10290, DC10291, DC10310, DC10415, DC10416, DC10417, DC10418, DC10419, DC10420, DC10421, DC10422, DC10423, DC10424, DC10426, DC10428, DC10429, DC10450, DC10451, DC10293, DC10402, DC10287, DC10550, DC10656, DC10657, DC10967, DC10965A, DC10684-E, DC10702-E, DC10914-E, DC10998-E, DC10943-E, DC11090-E, DC11174-E, DC11000-E, DC11002-E, DC10890-E, DC10907-E, DC10910-E, DC10936-E, DC10955-E, DC10956-E, DC10993-E, DC11004-E, DC11030-E, DC11301-E, DC10915-E, DC11448S-E, DC11571A-E, DC10973-E, DC10974-E, DC11416S-E, DC11678-E, DC11680A-E, DC11609S-E, DC11615S-E, DC11714S-E.

For the following Major Not Significant modifications, Certification Basis (CB) for the original product remains applicable:

DC10737A, DC10892, DC10739A, DC10657, DC10965A, DC10684-E, DC10914-E, DC11000-E, DC11002-E, DC10910-E, DC10936-E, DC10955-E, DC10956-E, DC10993-E, DC11004-E, DC11030-E.
SECTION 6: ADMINISTRATIVE

I. Acronyms and Abbreviations

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/C</td>
<td>Aircraft</td>
</tr>
<tr>
<td>ACNS</td>
<td>Airborne communications, Navigation and Surveillance</td>
</tr>
<tr>
<td>AESA</td>
<td>Agencia Estatal de Seguridad Aérea (State Agency for Aviation Safety)</td>
</tr>
<tr>
<td>AFM</td>
<td>Airplane Flight Manual</td>
</tr>
<tr>
<td>ALS</td>
<td>Airworthiness Limitation</td>
</tr>
<tr>
<td>Amdt</td>
<td>Amendment</td>
</tr>
<tr>
<td>APR</td>
<td>Automatic Power Reserve</td>
</tr>
<tr>
<td>Aux</td>
<td>Auxiliar</td>
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<tr>
<td>°C</td>
<td>Degrees-Celsius</td>
</tr>
<tr>
<td>C.G.</td>
<td>Centre of Gravity</td>
</tr>
<tr>
<td>CASA</td>
<td>Construcciones Aeronáuticas S.A. (Aeronautical Constructions Company)</td>
</tr>
<tr>
<td>CB</td>
<td>Certification Basis</td>
</tr>
<tr>
<td>CDS</td>
<td>Change data sheet</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>DGAC</td>
<td>Dirección General de aviación Civil (General Directorate for Civil Aviation)</td>
</tr>
<tr>
<td>DOA</td>
<td>Design Organisation Approval</td>
</tr>
<tr>
<td>DT</td>
<td>Documento técnico (technical document)</td>
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<tr>
<td>EADS</td>
<td>European Aeronautical Defence and Space Company</td>
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<tr>
<td>EASA</td>
<td>European Aviation Safety Agency</td>
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<tr>
<td>EC</td>
<td>European Commission</td>
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<tr>
<td>ECS</td>
<td>Environmental Control System</td>
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<tr>
<td>EMC</td>
<td>Electromagnetic compatibility</td>
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<td>EMI</td>
<td>Electromagnetic interference</td>
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<tr>
<td>ES</td>
<td>España (Spain)</td>
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<tr>
<td>ESF</td>
<td>Equivalent Safety Finding</td>
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<td>ESHP</td>
<td>Equivalent shaft horse power</td>
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<td>ETOPS</td>
<td>Extended range operation; Extended twin-engine operation; Extended range operation by twin-engined aeroplane</td>
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<td>EWIS</td>
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<td>HIRF</td>
<td>High-intensity radiated field</td>
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<td>ICAO</td>
<td>International Civil Aviation Organisation</td>
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<td>Abbreviation</td>
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<td>IMA</td>
<td>Integrated Modular Avionics</td>
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<td>ISA</td>
<td>International Standard Atmosphere</td>
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<td>ITT</td>
<td>Inter-turbine temperature</td>
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<tr>
<td>Kg</td>
<td>Kilogram</td>
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<tr>
<td>KIAS</td>
<td>Knots indicated airspeed</td>
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<td>L</td>
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<td>L.E.</td>
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<td>Lightning direct effects</td>
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<td>LIE</td>
<td>Lightning indirect effects</td>
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<td>m</td>
<td>Metre</td>
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<td>Square Metre</td>
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<td>Mean Aerodynamic Chord</td>
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<tr>
<td>Max Cont.</td>
<td>Maximum Continuous</td>
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<tr>
<td>Max.</td>
<td>Maximum</td>
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<td>min</td>
<td>Minute</td>
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<tr>
<td>mm</td>
<td>Millimetre</td>
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<td>MRB</td>
<td>Maintenance Review Board</td>
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<tr>
<td>MRBR</td>
<td>Maintenance Review Board Report</td>
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<td>N/A</td>
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<td>NG</td>
<td>Revolutions per minute of the gas generator</td>
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<td>NH</td>
<td>High Pressure Shaft Speed</td>
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<td>NP</td>
<td>Propeller Speed</td>
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<tr>
<td>OAT</td>
<td>Outside Ambient Temperature</td>
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<tr>
<td>OMS</td>
<td>On-board Maintenance System</td>
</tr>
<tr>
<td>P/N</td>
<td>Part number</td>
</tr>
<tr>
<td>psi</td>
<td>Pounds per square inch</td>
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<tr>
<td>Ref</td>
<td>Reference</td>
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<tr>
<td>RPM</td>
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<td>Serial Number</td>
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<td>Sta.</td>
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<td>WBM</td>
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</table>
II. Type Certificate Holder Record
Airbus Defence and Space S.A
Avda. de Aragón 404
28022, Madrid
Spain

Note 6.
The company corporate name was changed to “AIRBUS DEFENCE AND SPACE, S.A.U.” (Airbus DS S.A.U.) in September 2014, and it is reflected in the EASA DOA Approval Certificate EASA.21J.032 issued on 30th September 2014.
The former corporate name of “EADS CONSTRUCCIONES AERONÁUTICAS, S.A.U.” (EADS CASA) has been used to identify the TC Holder in the Data Sheet TCDS EASA.A.186 issue 1, dated 31th May 2007 and Issue 2, dated 10th January 2011.
The former corporate name, “Construcciones Aeronáuticas S.A” (CASA) was used to identify the TC Holder in all versions of the Data Sheet previous to TCDS EASA.A.186 issue 1, dated 31 May 2007.

III. Change Record

<table>
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<th>Issue</th>
<th>Date</th>
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<tbody>
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<td>Issue 1.0</td>
<td>31/05/2007</td>
<td>Initial Issue</td>
<td>Initial Issue, 31/05/2007</td>
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<tr>
<td>Issue 2.0</td>
<td>10/01/2011</td>
<td>- All pages: transfer to EASA Form NR 90C. - Front cover: rewriting of TC-holder and models names, following the publication by EASA of the lists of EU products. - Section 1: addition of explanations about the TC-holder and the certifying authority history. - Sections 2 thru 5, paragraph II.3: addition of reference to SC-H-01, following completion of EU EWIS-ICAs program. - Section 4, paragraph II.2: addition of references to elected-to-comply requirements, following EASA certification of version L303. - All pages: stylistic changes, following EASA document WI-CAP-00002-001 guidelines.</td>
<td>31/05/2007</td>
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<tr>
<td>Issue 3.0</td>
<td>10/12/2020</td>
<td>- All pages: transfer to new EASA Format -Front cover: rewriting of TC-holder’s name -Removed section 1: GENERAL (ALL MODELS) and harmonization of the new formatting document. -In New section 5: Addition of information relative to new modifications that define C-295FW (new commercial designation). Typo errata corrections in Engines Section. Updated Datum reference (Section 5-15) Updated L.E. of MAC from (Section 5-16)</td>
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<tr>
<td>Issue 4.0</td>
<td>28/01/2022</td>
<td>- Section 5: Deviation F-28 “User Defined Approaches Deviation” Removed from Paragraph II.7. Added new elect to comply modifications in Paragraph II.9.</td>
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<td>Note</td>
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<tr>
<td>Issue 5.0</td>
<td>28/01/2022</td>
<td>Typo corrected §4.3, §9.11, §9.12 for CS-ACNS</td>
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C-295FW AFM reference Updated in Paragraph IV.1.