TYPE-CERTIFICATE
DATA SHEET

No. EASA.IM.A.570

For
BD-500

Type Certificate Holder:
Airbus Canada Limited Partnership

13100 Henri-Fabre Blvd.
Mirabel, Québec, Canada
J7N 3C6

For Models:
BD-500-1A10
BD-500-1A11
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SECTION 1: MODEL BD-500-1A10

I. General

This Data Sheet, which is part of Type Certificate No. EASA.IM.A.570, prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the European Union Aviation Safety Agency

1. Type/ Model/ Variant

BD-500 / BD-500-1A10

2. Performance Class

A

3. Certifying Authority

Transport Canada Civil Aviation

4. State of Design Authority Certification Application Date

Initial: 10 December 2009
Deferred: 31 December 2011

5. EASA Type Certification Application Date

Initial: 4 March 2010
Deferred: 31 December 2011

6. State of Design Authority Type Certificate Date

17 December 2015

7. EASA Type Certification Date

15 June 2016

II. Certification Basis

1. Reference Date for determining the applicable airworthiness requirements

31 December 2011, nevertheless the 31st of October 2014 letter from TCCA was received (5010-A704 (10076915)) to elect to comply with CS-25 Amendment 12.
SECTION 1: MODEL BD-500-1A10 - continued

2. Reference Date for determining the applicable operational suitability requirements

31 December 2011 for CS-FCD, CS-MMEL and CS-CCD.

3. State of Origin Airworthiness Authority Type Certification Data Sheet No.

TCCA Type Certificate Data Sheet No. A-236 (initial revision 17th of December 2015, or subsequent revisions)

4. State of Origin Airworthiness Authority Certification Basis

Refer to TCCA Type Certificate Data Sheet No. A-236.

5. EASA Airworthiness Requirements

EASA Certification Specification 25, Amendment 12.

EASA Certification Specification All Weather Operations (CS-AWO), Initial Issue.

5.1 Special Conditions

B-01 Flight in Icing Conditions
B-02 Stalling and Scheduled Operating Speeds
B-03 Motion and Effects of Cockpit Controls
B-04 Static Directional, Lateral & Longitudinal Stability & Low Energy Awareness
B-05 Flight Envelope Protection Design
B-14 Steep Approach
B-17 Normal Load Factor Limiting System
B-26 Shorter Landing Distances on eligible Wet Grooved or PFC Runways
C-02 Composite Fuel Tanks – Uncontained Engine Debris
C-06 Design Dive Speed
C-07 Design Manoeuvre Load
C-08 Pilot Limit Forces & torques (Side Stick)
C-12 Tyre Debris vs. Fuel Leakage for CFRP Fuel Tanks
C-13 Automatic Braking System Loads
D-04 Post-Crash Fire – Composite Construction
D-07 Heat Release and Smoke Emission for Seat Installation
D-08 In-Flight Fire – Composite and Unusual Construction
D-14 Towbarless Towing
D-16 Control Surface Position Awareness and EFCS
E-01 Water/ Ice Fuel System
E-11 Fire Withstand Capability of CFPR Wing Fuel Tanks
F-01 HIRF Protection
F-10 Data Link Services for the Single European Sky
F-11 Flight Recorders, Data Link Recording
F-14 Flight Instrument External Probes – Qualification in Icing Conditions
F-21 Airborne Systems & Network Security
F-29 Lithium Battery Installations
F-32 Non Rechargeable Lithium Battery Installation
SECTION 1: MODEL BD-500-1A10 - continued

5.2. Deviations
None.

5.3. Equivalent Safety Findings

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-24</td>
<td>Out of Trim</td>
</tr>
<tr>
<td>D-09</td>
<td>Burnthrough Protection at Aft Pressure Bulkhead</td>
</tr>
<tr>
<td>D-13</td>
<td>Pack-off Dispatch</td>
</tr>
<tr>
<td>D-23</td>
<td>Burnthrough on WTBF</td>
</tr>
<tr>
<td>D-26</td>
<td>Burnthrough on Lower Deck Cargo Compartment</td>
</tr>
<tr>
<td>D-30</td>
<td>APU Doors ESF</td>
</tr>
<tr>
<td>E-13</td>
<td>Fan Zone Non Fire Zone</td>
</tr>
<tr>
<td>E-14</td>
<td>Digital Only Displays of Power-Plant Instruments</td>
</tr>
<tr>
<td>E-15</td>
<td>Engine Ignition Switches</td>
</tr>
<tr>
<td>E-16</td>
<td>Automatic Take-Off Thrust Control System Indication</td>
</tr>
<tr>
<td>F-24</td>
<td>Passenger Cabin Minimum Mass Flow of Supplemental Oxygen</td>
</tr>
<tr>
<td>F-26</td>
<td>Crew Determination of Quantity of Oxygen in Passenger Oxygen System</td>
</tr>
</tbody>
</table>

5.4. Environmental Protection Requirements

EASA Certification Specification 36, Amendment 3
EASA Certification Specification 34, Initial Issue

For details of the certified noise levels see TCDSN EASA.IM.A.570.

6. Operational Suitability Requirements

6.1 Flight Crew Data

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

6.2. Cabin Crew Data


6.3. Master Minimum Equipment List

Certification Specifications for Master Minimum Equipment List CS-MMEL Initial Issue dated 31 January 2014 (Book 1 only)
Bombardier MMEL development and approval plan Ref. EASA – BD-500 – ORI 4 Issue 2 – 13 February 2014 (as AMC/GM)
SECTION 1: MODEL BD-500-1A10 - continued

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Type design definition applicable to this TCDS for the BD-500-1A10 is defined in RAZ-BA500-027 at Rev. A or later approved revisions.

For particular BD-500-1A10 aircraft configured with the Basic Airbus Corporate Jet (ACJ) modifications in accordance with RAL-BA500-0005 Rev. – or later approved revisions, the approved type design appropriate to the “as delivered” configuration is defined in RAZ-BA500-027 Rev. M or later approved revisions, and RAL-BA500-XXXXX (production sequence number, where XXXXX denotes the aircraft serial number).

2. Description

The BD-500-1A10 model airplane is a swept-wing monoplane with a pressurized single-aisle cabin. The airplane is fitted with two (2) Pratt & Whitney PW1500G ultra-high bypass geared turbofan engines.

The Airplane structure, in general, is fabricated from advanced weight-saving materials (Carbon Fibre Reinforced Plastic (CFRP) and advanced aluminium alloys). Steel alloys and titanium are also used.

3. Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and defined in the Type Certificate Type Design Definition (RAZ-BA500-027 Rev A or later approved revisions) must be installed in the airplane.

4. Dimensions

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wingspan</td>
<td>35.1 m (115 ft 1 in)</td>
</tr>
<tr>
<td>Overall Length</td>
<td>34.9 m (114 ft 9 in)</td>
</tr>
<tr>
<td>Height</td>
<td>11.8 m (38 ft 8 in)</td>
</tr>
</tbody>
</table>

5. Engines

Two (2) Pratt & Whitney PW1524G (EASA TCDS EASA.IM.E.090)
Two (2) Pratt & Whitney PW1521G (EASA TCDS EASA.IM.E.090)
Two (2) Pratt & Whitney PW1519G (EASA TCDS EASA.IM.E.090)

6. Auxiliary Power Unit

One (1) Honeywell 131-9(C)

For operating limits, see applicable AFM as listed in Section IV of this TCDS.
SECTION 1: MODEL BD-500-1A10 - continued

7. Propellers

N/A

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

8.1 Fuel
For approved fuel grades, fuel additives, fuel temperature limitations and fuel quantity gauging inaccuracy, see applicable AFM as listed in Section IV of this TCDS.

8.2 Oil
For approved oils, see applicable Aircraft Maintenance Publication (AMP) BD500-3AB48-10200-00.

8.3 Hydraulics
For approved hydraulic fluids, see applicable Aircraft Maintenance Publication (AMP) BD500-3AB48-10200-00.

9. Fluid Capacities

9.1 Fuel
See applicable AFM as listed in Section IV of this TCDS.

9.2 Oil
See applicable Aircraft Maintenance Publication (AMP) BD500-3AB48-10200-00.

10. Airspeed Limits

Unless otherwise specified, speeds are indicated airspeeds

<table>
<thead>
<tr>
<th>$V_{MO}$ and $M_{MO}$</th>
<th>knots</th>
<th>Mach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea Level to 8,000 ft.</td>
<td>300</td>
<td>-</td>
</tr>
<tr>
<td>10,000 ft. to 27,500 ft.</td>
<td>330</td>
<td>-</td>
</tr>
<tr>
<td>Above 27,500 ft.</td>
<td>-</td>
<td>0.82</td>
</tr>
</tbody>
</table>

For additional approved speeds, see applicable AFM as listed in Section IV of this TCDS.

11. Flight Envelope

Maximum Operating Altitude:
Take-off and Landing: 8,000 ft (2,438 m) - 10,000 ft (3,050 m) for aircraft fitted with post SB BD500-314004 or Mod 314004
SECTION 1: MODEL BD-500-1A10 - continued

Enroute: 41,000 ft (12,497 m)

12. Operating Limitations

See applicable AFM as listed in Section IV of this TCDS.

12.1 Approved Operations

- Visual (VFR)
- Instrument (IFR)
- Icing Conditions
- Low weather minima (CAT I, CAT II, CAT III with decision height 50ft and CAT III with no decision height)
- Ditching (see Note 2)

12.2 Other Limitations

<table>
<thead>
<tr>
<th>Limitation</th>
<th>Temperature</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Ambient Temperature for Takeoff and Landing</td>
<td>+52.5°C</td>
</tr>
<tr>
<td>Minimum Ambient Temperature for Takeoff</td>
<td>-54°C</td>
</tr>
<tr>
<td>Minimum Ambient Temperature for Landing</td>
<td>-30°C</td>
</tr>
<tr>
<td>Runway slope</td>
<td>+/- 2%</td>
</tr>
</tbody>
</table>

13. Maximum Certified Weights

<table>
<thead>
<tr>
<th>Weight</th>
<th>kg</th>
<th>lb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Ramp Weight (MRW)</td>
<td>64183</td>
<td>141500</td>
</tr>
<tr>
<td>Maximum Takeoff Weight (MTOW)</td>
<td>63730</td>
<td>140500</td>
</tr>
<tr>
<td>Maximum Landing Weight (MLW)</td>
<td>54658</td>
<td>120500</td>
</tr>
<tr>
<td>Maximum Zero Fuel Weight (MZFW)</td>
<td>52617</td>
<td>116000</td>
</tr>
</tbody>
</table>

For additional approved weight variants, see applicable AFM as listed in Section IV of this TCDS.

14. Centre of Gravity Range

See applicable AFM as listed in Section IV of this TCDS.

15. Datum

FS 0.0 is located 640 cm (252.0 in) forward of the aircraft nose.

16. Levelling Means

Aircraft is levelled in the longitudinal and lateral axis by means of a plumb bob and target plate in the rear fuselage/aft equipment bay at FS 1390.83.

17. Minimum Flight Crew

Two (2) – Pilot and Co-Pilot
SECTION 1: MODEL BD-500-1A10 - continued

18. Minimum Cabin Crew  
(in accordance with the emergency evacuation test)

Three (3)  
No cabin crew required when configured with the Basic Airbus Corporate Jet (ACJ) modifications in accordance with RAL-BA500-0005 Rev.- or later approved revisions, unless fitted with an approved interior.

19. Maximum Aircraft Occupants

133 (including 1 Pilot, 1 Co-pilot, 1 Observer, a minimum of 3 Cabin Crew* and a maximum of 127 Passengers*)  
* Maximum 130 cabin occupants when fitted with an approved interior.

3 (1 Pilot, 1 Co-pilot and 1 Observer all located in the cockpit) with no Cabin Crew or passengers when configured with the Basic Airbus Corporate Jet (ACJ) modifications in accordance with RAL-BA500-0005 Rev.- or later approved revisions, unless fitted with an approved interior.

The table below provides the certified Maximum Passenger Seating Capacities (MPSC), the corresponding cabin configuration (emergency exit arrangement and installed option(s)) and the associated minimum number of cabin crew (CC) members required to demonstrate compliance with the certification requirements.

<table>
<thead>
<tr>
<th>MPSC</th>
<th>Cabin Configuration</th>
<th>Installed Option(s)</th>
<th>Minimum CC</th>
<th>Maximum CC</th>
</tr>
</thead>
<tbody>
<tr>
<td>127</td>
<td>C – III - C</td>
<td>---</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>0</td>
<td>None</td>
<td>Basic Airbus Corporate Jet (ACJ)</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

20. Baggage/ Cargo Compartment

<table>
<thead>
<tr>
<th>Cargo Compartment</th>
<th>Maximum Loading</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>lb</td>
</tr>
<tr>
<td>Fwd Cargo Compartment</td>
<td>3742</td>
</tr>
<tr>
<td>Aft Cargo Compartment</td>
<td>4548</td>
</tr>
</tbody>
</table>

See applicable Weight and Balance Manual as listed in Section IV of this TCDS.

21. Wheels and Tyres

21.1 Wheels

Nose Landing Gear: 12”
Main Landing Gear: 21”
SECTION 1: MODEL BD-500-1A10 - continued

21.2 Tyres

Nose Landing Gear: 27x8.5R12 - 16PR - 225 MPH
Main Landing Gear: H42x15.0R21 - 26PR - 225 MPH

22. ETOPS

The Type Design, system reliability and performance of the following BD-500-1A10 configurations were found capable for Extended Range Operations (ETOPS) when configured, maintained and operated in accordance with the current revision of the ETOPS Configuration, Maintenance and Procedures (CMP) document, BD500-3AB48-11200-00 Issue 7 or later EASA approved revisions.

This finding does not constitute an approval to conduct Extended Range Operations (operational approval must be obtained from the responsible Authority).

The following table provides details on the ETOPS approvals.

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine Type</th>
<th>Up to 120 min. Approval date</th>
<th>Up to 180 min. Approval date</th>
</tr>
</thead>
<tbody>
<tr>
<td>BD-500-1A10</td>
<td>PW1524G</td>
<td>04 March 2021</td>
<td>04 March 2021</td>
</tr>
<tr>
<td>BD-500-1A10</td>
<td>PW1521G</td>
<td>18 October 2021</td>
<td>18 October 2021</td>
</tr>
<tr>
<td>BD-500-1A10</td>
<td>PW1519G</td>
<td>11 April 2024</td>
<td>11 April 2024</td>
</tr>
</tbody>
</table>

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)

Airplane Flight Manual (AFM), BD500-3AB48-22200-00, Issue 003, or later approved revisions.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

The Instructions for Continued Airworthiness consist of the publications listed in the Aircraft Maintenance Publication (AMP) BD500-3AB48-10200-00 (Instructions for Continued Airworthiness, Data Module BD500-A-J00-00-00-00AAA-00VA-A).

Airworthiness Limitations (AWL), BD500-3AB48-11400-02, Issue 002 or later approved revisions.

Maintenance Review Board Report BD500-3AB48-11400-01 Issue 03 or later approved revisions.

3. Weight and Balance Manual (WBM)

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List
   a. The MMEL is defined in BD500-3AB48-12701-00, Issue 001 or later approved revisions

2. Flight Crew Data
   a. The Flight Crew Data is defined in BAT-BD500-OSD-FC, Initial Issue or later approved revisions

3. Cabin Crew Data
   a. The Cabin Crew Data has been approved as per the defined Operational Suitability Data Certification Basis (see Chapter 2) and as demonstrated by the Bombardier CSCCD, Doc#CC-E-BD500-100 EASA Operational Suitability Data (OSD), Cabin Crew Data (CCD) for Bombardier CSeries BD-500-1A10 (CS100) Report, Issue 1, dated June 1st 2016”, or later approved revisions.

   b. The BD-500-1A10 aircraft model is determined to be a new type for cabin crew.

VI. Notes

1. Import Requirements:
   a. The Export Certificate of Airworthiness to EU country issued by TCCA should contain the following statement (in the English language):

   “The aircraft covered by this certificate has been examined, tested, and found to conform to the Type Design approved under EASA Type Certificate No. EASA.IM.A.570 as defined in TCDS EASA.IM.A.570 issue 1 (or later revision) and to be in condition for safe operation.”

2. Ditching: The BD-500-1A10 Model configured with the Basic Airbus Corporate Jet (ACJ) modifications as defined in RAL-BA500-0005 Rev. – or later approved revisions, is not approved for ditching, unless fitted with the required ditching equipment.

3. RAZ-BA500-027 Appendix A, Revision M or later revisions, provides guidance to completion centres when installing an interior regarding compliance with the certification basis for the BD500-1A10 configured with the Basic ACJ modifications in accordance with RAL-BA500-0005 Rev. – or later approved revisions. This guidance notes general applicable conditions, or considerations regarding:
   - How compliance has been demonstrated for the Basic ACJ aircraft.
   - If compliance with some requirement(s) is partial for the Basic ACJ aircraft with the remainder to be addressed by the completion centre.
   - Specific items for which compliance must be addressed by the completion centre (N/A to the Basic ACJ aircraft)
SECTION 1: MODEL BD-500-1A10 - continued

The guidance in Appendix A guidance should not be understood as an exhaustive list of all the certification requirements to be addressed by the completion centre during the process of EASA certification for a cabin completion Supplemental Type Certificate.

RAZ-BA500-027 Appendix B, Revision M or later revisions also includes references to installation, interface data with associated limitations, and relevant data to support completion centres’ understanding of the scope of the compliance activities.

4. Model airplane BD-500-1A10 receives the commercial designation A220-100.
SECTION 2: MODEL BD-500-1A11

I. General

This Data Sheet, which is part of Type Certificate No. EASA.IM.A.570, prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the European Union Aviation Safety Agency.

1. Type/ Model/ Variant
BD-500 / BD-500-1A11

2. Performance Class
A

3. Certifying Authority
Transport Canada Civil Aviation

4. State of Design Authority Certification Application Date
Initial: 10 December 2009
Deferred: 31 December 2011

5. EASA Type Certification Application Date
Initial: 4 March 2010
Deferred: 31 December 2011

6. State of Design Authority Type Certificate Date
8 July 2016

7. EASA Type Certification Date
07 October 2016

II. Certification Basis

1. Reference Date for determining the applicable airworthiness requirements

31 December 2011, nevertheless the 31st of October 2014 letter from TCCA was received (5010-A704 (10076915)) to elect to comply with CS-25 Amendment 12.
SECTION 2: MODEL BD-500-1A11 - continued

2. Reference Date for determining the applicable operational suitability requirements

31 December 2011 for CS-FCD, CS-MMEL and CS-CCD.

3. State of Origin Airworthiness Authority Type Certification Data Sheet No.

TCCA Type Certificate Data Sheet No. A-236 (initial revision 17th of December 2015, or subsequent revisions)

4. State of Origin Airworthiness Authority Certification Basis

Refer to TCCA Type Certificate Data Sheet No. A-236.

5. EASA Airworthiness Requirements

EASA Certification Specification 25, Amendment 12.

EASA Certification Specification All Weather Operations (CS-AWO), Initial Issue.

5.1 Special Conditions

B-01 Flight in Icing Conditions
B-02 Stalling and Scheduled Operating Speeds
B-03 Motion and Effects of Cockpit Controls
B-04 Static Directional, Lateral & Longitudinal Stability & Low Energy Awareness
B-05 Flight Envelope Protection Design
B-17 Normal Load Factor Limiting System
B-26 Shorter Landing Distances on eligible Wet Grooved or PFC Runways
C-02 Composite Fuel Tanks – Uncontained Engine Debris
C-06 Design Dive Speed
C-07 Design Manoeuvre Load
C-08 Pilot Limit Forces & torques (Side Stick)
C-12 Tyre Debris vs. Fuel Leakage for CFRP Fuel Tanks
C-13 Automatic Braking System Loads
D-04 Post-Crash Fire – Composite Construction
D-07 Heat Release and Smoke Emission for Seat Installation
D-08 In-Flight Fire – Composite and Unusual Construction
D-14 Towbarless Towing
D-16 Control Surface Position Awareness and EFCS
E-01 Water/ Ice Fuel System
E-11 Fire Withstand Capability of CFPR Wing Fuel Tanks
F-01 HIRF Protection
F-10 Data Link Services for the Single European Sky
F-11 Flight Recorders, Data Link Recording
F-14 Flight Instrument External Probes – Qualification in Icing Conditions
F-21 Airborne Systems & Network Security
F-29 Lithium Battery Installations
F-32 Non Rechargeable Lithium Battery Installation
SECTION 2: MODEL BD-500-1A11 - continued

5.2. Deviations
None.

5.3. Equivalent Safety Findings

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-24</td>
<td>Out of Trim</td>
</tr>
<tr>
<td>D-09</td>
<td>Burnthrough Protection at Aft Pressure Bulkhead</td>
</tr>
<tr>
<td>D-13</td>
<td>Pack-off Dispatch</td>
</tr>
<tr>
<td>D-23</td>
<td>Burnthrough on WTBF</td>
</tr>
<tr>
<td>D-26</td>
<td>Burnthrough on Lower Deck Cargo Compartment</td>
</tr>
<tr>
<td>D-27</td>
<td>Increased Max Passenger Capacity (149 Max Pax)</td>
</tr>
<tr>
<td>D-30</td>
<td>APU Doors ESF</td>
</tr>
<tr>
<td>E-13</td>
<td>Fan Zone Non Fire Zone</td>
</tr>
<tr>
<td>E-14</td>
<td>Digital Only Displays of Power-Plant Instruments</td>
</tr>
<tr>
<td>E-15</td>
<td>Engine Ignition Switches</td>
</tr>
<tr>
<td>E-16</td>
<td>Automatic Take-Off Thrust Control System Indication</td>
</tr>
<tr>
<td>F-24</td>
<td>Passenger Cabin Minimum Mass Flow of Supplemental Oxygen</td>
</tr>
<tr>
<td>F-26</td>
<td>Crew Determination of Quantity of Oxygen in Passenger Oxygen System</td>
</tr>
</tbody>
</table>

5.4. Environmental Protection Requirements

- EASA Certification Specification 36, Amendment 3
- EASA Certification Specification 34, Initial Issue

For details of the certified noise levels see TCDSN EASA.IM.A.570.

6. Operational Suitability Requirements

6.1 Flight Crew Data

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

6.2. Cabin Crew Data


6.3. Master Minimum Equipment List

Certification Specifications for Master Minimum Equipment List CS-MMEL Initial Issue dated 31 January 2014 (Book 1 only)
Bombardier MMEL development and approval plan Ref. EASA – BD-500 – ORI 4 Issue 2 – 13 February 2014 (as AMC/GM)
SECTION 2: MODEL BD-500-1A11 - continued

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Type design definition applicable to this TCDS for the BD-500-1A11 is defined in RAZ-BA503-027 at Rev. A or later approved revisions.

2. Description

The BD-500-1A11 model airplane is a swept-wing monoplane with a pressurized single-aisle cabin. The airplane is fitted with two (2) Pratt & Whitney PW1500G ultra-high bypass geared turbofan engines.

The Airplane structure, in general, is fabricated from advanced weight-saving materials (Carbon Fibre Reinforced Plastic (CFRP) and advanced aluminium alloys). Steel alloys and titanium are also used.

3. Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and defined in the Type Certificate Type Design Definition (RAZ-BA503-027 Rev A or later approved revisions) must be installed in the airplane.

4. Dimensions

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wingspan</td>
<td>35.1 m (115 ft 1 in)</td>
</tr>
<tr>
<td>Overall Length</td>
<td>38.7 m (127 ft)</td>
</tr>
<tr>
<td>Height</td>
<td>11.5 m (37 ft 9 in)</td>
</tr>
</tbody>
</table>

5. Engines

Two (2) Pratt & Whitney PW1521G-3 (EASA TCDS EASA.IM.E.090)
Two (2) Pratt & Whitney PW1524G-3 (EASA TCDS EASA.IM.E.090)

6. Auxiliary Power Unit

One (1) Honeywell 131-9(C)
For operating limits, see applicable AFM as listed in Section IV of this TCDS.

7. Propellers

N/A
8. Fluids (Fuel, Oil, Additives, Hydraulics)

8.1 Fuel
For approved fuel grades, fuel additives, fuel temperature limitations and fuel quantity gauging inaccuracy, see applicable AFM as listed in Section IV of this TCDS.

8.2 Oil
For approved oils, see applicable Aircraft Maintenance Publication (AMP) BD500-3AB48-10200-00.

8.3 Hydraulics
For approved hydraulic fluids, see applicable Aircraft Maintenance Publication (AMP) BD500-3AB48-10200-00.

9. Fluid Capacities

9.1 Fuel
See applicable AFM as listed in Section IV of this TCDS.

9.2 Oil
See applicable Aircraft Maintenance Publication (AMP) BD500-3AB48-10200-00.

10. Airspeed Limits

Unless otherwise specified, speeds are indicated airspeeds

<table>
<thead>
<tr>
<th>$V_{MO}$ and $M_{MO}$</th>
<th>knots</th>
<th>Mach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea Level to 8,000 ft.</td>
<td>300</td>
<td>-</td>
</tr>
<tr>
<td>10,000 ft. to 27,500 ft.</td>
<td>330</td>
<td>-</td>
</tr>
<tr>
<td>Above 27,500 ft.</td>
<td>-</td>
<td>0.82</td>
</tr>
</tbody>
</table>

For additional approved speeds, see applicable AFM as listed in Section IV of this TCDS.

11. Flight Envelope

Maximum Operating Altitude:
- Take-off and Landing: 8,000 ft (2,438 m) - 10,000 ft (3,050 m) for aircraft fitted with post SB BD500-314004 or Mod 314004
- Enroute: 41,000 ft (12,497 m)
SECTION 2: MODEL BD-500-1A11 - continued

12. Operating Limitations

See applicable AFM as listed in Section IV of this TCDS.

12.1 Approved Operations

- Visual (VFR)
- Instrument (IFR)
- Icing Conditions
- Low weather minima (CAT I, CAT II, CAT III with decision height 50ft and CAT III with no decision height)
- Ditching

12.2 Other Limitations

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Limitation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Ambient Temperature for Takeoff and Landing</td>
<td>+52.5°C</td>
</tr>
<tr>
<td>Minimum Ambient Temperature for Takeoff</td>
<td>-54°C</td>
</tr>
<tr>
<td>Minimum Ambient Temperature for Landing</td>
<td>-54°C</td>
</tr>
<tr>
<td>Runway slope</td>
<td>+/- 2%</td>
</tr>
</tbody>
</table>

13. Maximum Certified Weights

<table>
<thead>
<tr>
<th>Weight</th>
<th>kg</th>
<th>lb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Ramp Weight (MRW)</td>
<td>71214</td>
<td>157000</td>
</tr>
<tr>
<td>Maximum Takeoff Weight (MTOW)</td>
<td>70896</td>
<td>156300</td>
</tr>
<tr>
<td>Maximum Landing Weight (MLW)</td>
<td>58740</td>
<td>129500</td>
</tr>
<tr>
<td>Maximum Zero Fuel Weight (M2FW)</td>
<td>55792</td>
<td>123000</td>
</tr>
</tbody>
</table>

For additional approved weight variants see applicable AFM as listed in Section IV of this TCDS.

14. Centre of Gravity Range

See applicable AFM as listed in Section IV of this TCDS.

15. Datum

FS 0.0 is located 427 cm (168.0 in) forward of the aircraft nose.

16. Levelling Means

Aircraft is levelled in the longitudinal and lateral axis by means of a plumb bob and target plate in the rear fuselage/aft equipment bay at FS 1453.83.

17. Minimum Flight Crew

Two (2) – Pilot and Co-Pilot
SECTION 2: MODEL BD-500-1A11 - continued

18. Minimum Cabin Crew
   (in accordance with the emergency evacuation test)

   Three (3)

19. Maximum Aircraft Occupants

   153 (including 1 Pilot, 1 Co-pilot, 1 Observer, a maximum of 5 Cabin Crew and a maximum of 145 Passengers), OR

   157 (including 1 Pilot, 1 Co-pilot, 1 Observer, a maximum of 5 Cabin Crew, and 149 Passengers)

The table below provides the certified Maximum Passenger Seating Capacities (MPSC), the corresponding cabin configuration (emergency exit arrangement and installed option(s)) and the associated minimum number of cabin crew (CC) members required to demonstrate compliance with the certification requirements.

<table>
<thead>
<tr>
<th>MPSC</th>
<th>Cabin Configuration</th>
<th>Installed Option(s)</th>
<th>Minimum CC</th>
<th>Maximum CC</th>
</tr>
</thead>
<tbody>
<tr>
<td>145</td>
<td>C – III - C</td>
<td>---</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>149</td>
<td>C – III* - C</td>
<td>Option C25631002</td>
<td>3</td>
<td>5</td>
</tr>
</tbody>
</table>

III* is the over-performing Type III pair of over the wing emergency exits as defined by Option C25631002.

Note:
- The original baseline aircraft maximum passenger seating capacity is 145, and
- Option C25631002 enables the MPSC to be increased from 145 up to 149 (demonstrated through EASA equivalent safety finding D-27), replacing the single-lane-off-wing slide with a dual-lane-off-wing slide, and
- A separate airworthiness approval is needed for the installation of the individual customized cabin layout and the necessary cabin adaptations up to 149 passenger seats.

20. Baggage/ Cargo Compartment

<table>
<thead>
<tr>
<th></th>
<th>Maximum Loading</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>lb</td>
</tr>
<tr>
<td>Fwd Cargo Compartment</td>
<td>5393</td>
</tr>
<tr>
<td>Aft Cargo Compartment</td>
<td>5746</td>
</tr>
</tbody>
</table>

See applicable Weight and Balance Manual as listed in Section IV of this TCDS.

21. Wheels and Tyres

21.1 Wheels

   Nose Landing Gear: 12”
   Main Landing Gear: 21”
SECTION 2: MODEL BD-500-1A11 - continued

21.2 Tyres

<table>
<thead>
<tr>
<th>Nose Landing Gear</th>
<th>Main Landing Gear</th>
</tr>
</thead>
<tbody>
<tr>
<td>27x8.5R12 - 16PR - 225 MPH</td>
<td>H42x15.0R21- 26PR - 225 MPH</td>
</tr>
</tbody>
</table>

22. ETOPS

The Type Design, system reliability and performance of the following BD-500-1A11 configurations were found capable for Extended Range Operations (ETOPS) when configured, maintained and operated in accordance with the current revision of the ETOPS Configuration, Maintenance and Procedures (CMP) document, BD500-3AB48-11200-00 Issue 7 or later EASA approved revisions.

This finding does not constitute an approval to conduct Extended Range Operations (operational approval must be obtained from the responsible Authority).

The following table provides details on the ETOPS approvals.

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine Type</th>
<th>Up to 120 min. Approval date</th>
<th>Up to 180 min. Approval date</th>
</tr>
</thead>
<tbody>
<tr>
<td>BD-500-1A11</td>
<td>PW1521G-3</td>
<td>04 March 2021</td>
<td>04 March 2021</td>
</tr>
<tr>
<td></td>
<td>PW1524G-3</td>
<td>04 March 2021</td>
<td>04 March 2021</td>
</tr>
</tbody>
</table>

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)

Airplane Flight Manual (AFM), BD500-3AB48-32200-00, Issue 004, or later approved revisions.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

The Instructions for Continued Airworthiness (ICA) consist of the publications listed in the Aircraft Maintenance Publication (AMP) BD500-3AB48-10200-00 (Instructions for Continued Airworthiness, Data Module BD500-A-J00-00-00-00AAA-00VA-A).

Airworthiness Limitations (AWL), BD500-3AB48-11400-02, Issue 002 or later approved revisions.

Maintenance Review Board Report BD500-3AB48-11400-01 Issue 03 or later approved revisions

3. Weight and Balance Manual (WBM)

Weight and Balance Manual, BD500-3AB48-32100-00-xxx, where xxx denotes the customer-specific code.
SECTION 2: MODEL BD-500-1A11 - continued

V. Operational Suitability Data (OSD)

1. Master Minimum Equipment List

   a. The MMEL is defined in BD500-3AB48-12701-00, Issue 002, dated September 14th 2016, or later approved revisions.

2. Flight Crew Data

   a. The Flight Crew Data is defined in BAT-BD500-OSD-FC, Revision 1, dated 28 Oct 2016 or later approved revisions.

3. Cabin Crew Data

   a. The Cabin Crew Data has been approved as per the defined Operational Suitability Data Certification Basis (see Chapter 2) and as demonstrated by the Bombardier CSCCD, Doc#CC-E-BD500-100/300 EASA Operational Suitability Data (OSD), Cabin Crew Data (CCD) for Bombardier C Series Family (CS100; CS300), BD-500-1A10 (CS100) Report, BD-500-1A11 (CS300) Report, Issue 2, dated August 5th, 2016, or later approved revisions.

   b. For cabin crew, the BD-500-1A11 aircraft model is determined to be the same type as the BD-500-1A10 model.

VI. Notes

1. Import Requirements:

   a. The Export Certificate of Airworthiness to EU country issued by TCCA should contain the following statement (in the English language):

   “The aircraft covered by this certificate has been examined, tested, and found to conform to the Type Design approved under EASA Type Certificate No. EASA.IM.A.570 as defined in TCDS EASA.IM.A.570 issue 1 (or later revision) and to be in condition for safe operation.”

2. Model airplane BD-500-1A11 receives the commercial designation A220-300.
SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

AFM  Airplane Flight Manual
ALI  Airworthiness Limitation Items
AMC  Acceptable Means of Compliance
APU  Auxiliary Power Unit
AWO  All Weather Operations
CCD  Cabin Crew Data
CG  Center of Gravity
CRI  Certification Review Item
CS  Certification Specification
EASA  European Union Aviation Safety Agency
ESF  Equivalent Safety Finding
ETOPS  Extended Range Operations with Two-Engine Aeroplanes
EU  European Union
EWIS  Enhanced Wiring Interconnection System
FCD  Flight Crew Data
ICA  Instructions for Continued Airworthiness
ICAO  International Civil Aviation Organization
IFR  Instrument Flight Rules
OSD  Operational Suitability Data
PW  Pratt and Whitney
SC  Special Condition
TC  type Certificate
TCCA  Transport Canada Civil Aviation
TCDS  Type Certificate Data Sheet
TCDSN  Type Certificate Data Sheet for Noise
VFR  Visual Flight Rules

II. Type Certificate Holder Record

Airbus Canada Limited Partnership
13100 Henri-Fabre Blvd.
Mirabel, Québec, Canada
J7N 3C6
### III. Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue 01</td>
<td>16 June 2016</td>
<td>Initial Issue</td>
<td>Initial Issue, 15 June 2016</td>
</tr>
<tr>
<td>Issue 02</td>
<td>30 June 2016</td>
<td>Header correction and chapter 21 Baggage/ Cargo Compartment values corrected.</td>
<td>30 June 2016</td>
</tr>
<tr>
<td>Issue 03</td>
<td>20 July 2016</td>
<td>Removal of manufacturer information.</td>
<td>20 July 2016</td>
</tr>
<tr>
<td>Issue 04</td>
<td>07 October 2016</td>
<td>CS300 introduced in Section 2.</td>
<td>07 October 2016</td>
</tr>
<tr>
<td>Issue 05</td>
<td>18 Nov 2016</td>
<td>CS300 additional weights introduced. CS300 FCD introduced.</td>
<td>07 October 2016</td>
</tr>
<tr>
<td>Issue 06</td>
<td>28 Nov 2016</td>
<td>MRB report added.</td>
<td>07 October 2016</td>
</tr>
<tr>
<td>Issue 07</td>
<td>07 Dec 2016</td>
<td>Cargo Compartment values corrected. CS300 CCD OSD statement corrected.</td>
<td>07 October 2016</td>
</tr>
<tr>
<td>Issue 08</td>
<td>26 Apr 2017</td>
<td>Added CRI B-14, Steep Approach SC. CS100/CS300 Fuel Loads tables revised.</td>
<td>07 October 2016</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Introduced engine PW1524G-3 for CS300.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Removed engine variants in CS300 maximum certified weights tables.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Introduced new weights in CS300 maximum certified weights tables.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>OSD FCD updated to cover Steep Approach. CS300 AFM updated to the Issue 6.</td>
<td></td>
</tr>
<tr>
<td>Issue 09</td>
<td>02 Oct 2017</td>
<td>Transfer of TC to C Series Aircraft Limited Partnership</td>
<td>07 October 2016</td>
</tr>
<tr>
<td>Issue 10</td>
<td>29 Jan 2018</td>
<td>Various editorial changes.</td>
<td>07 October 2016</td>
</tr>
<tr>
<td>Issue 11</td>
<td>30 Nov 2018</td>
<td>Commercial designations revised from CS100 &amp; CS300 to A220-100 &amp; A220-300.</td>
<td>07 October 2016</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAT IIIa, &amp; b auto-land operations introduced.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Corrected Minimum Ambient Temperature for Landing, on BD-500-1A11 only.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Various editorial changes.</td>
<td></td>
</tr>
<tr>
<td>Issue 12</td>
<td>01 Jun 2019</td>
<td>Re-Naming of C Series Aircraft Limited Partnership to Airbus Canada Limited Partnership.</td>
<td>07 October 2016</td>
</tr>
<tr>
<td>Issue 13</td>
<td>04 Mar 2021</td>
<td>Technical Characteristics and Operational Limitations updates:</td>
<td>04 Mar 2021 for ETOPS design approval</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Maximum operating altitude for TO and landing EASA ETOPS design approval</td>
<td></td>
</tr>
<tr>
<td>Issue 14</td>
<td>12 Mar 2021</td>
<td>Maximum Ramp and Maximum Takeoff Weights updated for BD-500-1A11 model.</td>
<td>07 October 2016</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Editorial correction introduced on maximum diversion times for ETOPS as introduced in issue 13, to highlight that EASA approvals cover “up to” 120 minutes and “up to” 180 minutes</td>
<td></td>
</tr>
</tbody>
</table>
## SECTION: ADMINISTRATIVE

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>BD-500-1A10:</th>
<th>Date</th>
</tr>
</thead>
<tbody>
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<td>15</td>
<td>23 July 2021</td>
<td>BD-500-1A10:</td>
<td>23 July 2021</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Page 12: Maximum aircraft occupants information updated: table for MPSC added.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• BD-500-1A11 Max Pax increase from 145 to 149:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Page 18: ESF D-27 added</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Pages 22 and 23: Maximum aircraft occupants information updated: Option for Max Pax Increase from 145 to 149 and table for MPSC added.</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>18 October 2021</td>
<td>BD-500-1A10:</td>
<td>18 October 2021</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Page 9: Two Pratt &amp; Whitney PW1521G engines added as valid aircraft engine option</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Page 13: ETOPS airworthiness approval extended to airframe/engine combination BD-500-1A10 with P&amp;W PW1521G</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>09 December 2021</td>
<td>BD-500-1A10:</td>
<td>09 December 2021</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Page 9 Type design definition content updated by adding references to Basic Airbus Corporate Jet (ACJ) modifications.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Page 11 Ditching: Reference to a new Note 2 added</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Pages 12 and 13: references to Basic Airbus Corporate Jet (ACJ) modifications added for minimum cabin crew, maximum aircraft occupants and MPSC.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Page 15: Note 2 for ACJ and Ditching added.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Page 15: Note 3 added for ACJ and RAZ-BA500—027 Appendix A</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>09 September 2022</td>
<td>BD-500-1A10:</td>
<td>09 September 2022</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Page 12: Other Limitations: Minimum ambient temperature for landing updated for post SB-BD500-278001 aircraft.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Maximum aircraft certified weights updated (MRW/MTOW/MLW/MZFW)</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>01 February 2023</td>
<td>BD-500-1A10 and BD-500-1A11:</td>
<td>01 February 2023</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Mentions to commercial designations A220-100 and A220-300 removed from cover sheet and from pages 6, 14 and 16.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• New notes for commercial designations A220-100 and A220-300 added in pages 15 and 24, respectively.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• EASA Special Condition B-26 “Shorter Landing Distances on eligible Wet Grooved or PFC Runways” added to Certification Basis in pages 7 and 17.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Technical Characteristics and Operational Limitations. Information on Fluids and Fluids Capacities reworded to refer to AFM and applicable publications. Pages 10 and 20.</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>09 May 2023</td>
<td>BD-500-1A10:</td>
<td>09 May 2023</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Page 9: Two Pratt &amp; Whitney PW1519G engines added as valid aircraft engine option.</td>
<td></td>
</tr>
</tbody>
</table>

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## SECTION: ADMINISTRATIVE

| Issue 21 | 11 April 2024 | BD-500-1A10: Page 13: ETOPS airworthiness approval extended to airframe/engine combination BD-500-1A10 with P&W PW1519G. | 11 April 2024 |

-END-