TYPE-CERTIFICATE DATA SHEET

No. EASA.IM.A.023

for
CL-600 Challenger 600 Series

Type Certificate Holder
BOMBARDIER INC.

400 COTE VERTU ROAD WEST
DORVAL QC H4S 1Y9
CANADA

For aircraft models: CL-600-1A11 (600)
CL-600-2A12 (601 Variant)
CL-600-2B16 (601-3A Variant)
CL-600-2B16 (601-3R Variant)
CL-600-2B16 (604 Variant)

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SECTION 1: GENERAL (ALL MODELS)

1. Data Sheet No: IM.A.023

2. Airworthiness Category: Large Aeroplanes

3. Performance Category: A

4. Certifying Authority:
Transport Canada Civil Aviation
Aircraft Certification Branch (AARD)
159 Cleopatra Drive
Nepean, Ontario K2G 5X4
Canada

5. Type Certificate Holder:
400 COTE VERTU ROAD WEST
DORVAL QC H4S 1Y9
CANADA

6. Aircraft designations

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

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

SECTION 2: Challenger 600 Series (grandfathered)

I. General

1. Aeroplane:

Challenger CL-600-1A11 (600)
Challenger CL-600-2A12 (601 Variant)
Challenger CL-600-2B16 (601-3A Variant)
Challenger CL-600-2B16 (601-3R Variant)
Challenger CL-600-2B16 (604 Variant)

II. Certification Basis

1. TCCA Certification Date:

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

2. EASA Validation Application Date: 28 September 2003

3. EASA Certification Date:
(Date of first TC issuance within EU MS by LBA Germany)

CL-600-1A11 (600)	01 Aug 1991
CL-600-2A12 (601 Variant)	11 Apr 1986
CL-600-2B16 (601-3A Variant)	13 Mar 1991
CL-600-2B16 (601-3R Variant)	16 Sep 1996
CL-600-2B16 (604 Variant)	09 Jan 1997

The above constitutes EU members acceptance of the Challenger variant models prior to EASA formation on 28 Sept 2003. Other examples of EU member states acceptance of the Challenger models include:

Countries	CL-600	CL-601	CL-601-3A	CL-601-3R	CL-604
Austria	Dec 23; 1992	Dec 23, 1992	Dec 23, 1992	Dec 23, 1992	Dec 23, 1992
Denmark	Mar 19; 2001		N/A	N/A	Mar 06, 2000
Germany	Aug 01; 1991	Apr 11, 1986	Mar 13. 1991	Sep 16, 1996	Jan 09, 1997
Greece	N/A		N/A	N/A	Dec 06, 2002
Italy	May 28, 1996		May 28, 2006	Jul 22, 1996	Jul 22, 1996

4. TCCA Certification Basis:

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

5. EASA Certification Basis:

TCCA cert basis defined in Type data sheet A-131. EC 1702/2003 provides for grandfathering of pre-existing certificates compliant to TCCA cert basis that have shown to comply with the safety standards of EASA basic rule EC 1592/2002. Examples of grandfathered certificates are listed above (#3).
1.1 Models CL-600-1A11, -2A12, -2B16 (601-3A and 601-3R Variant)

a) FAR Part 25 dated February 1, 1965, including Amendments 25-1 through 25-37. FAR Part 25, Amendment 25-38 paragraphs 675(a), 685(a), 733(c), 775(e), 787(c), 815, 841(b), 951(a), 979(d), and (e), 1041, 1143(e), 1303(a), 1322, 1385(c), 1557(b) and 1583(a); Amendment 25-40 paragraphs 901 (b) and (c), 903(c), and (e), 933(a), 943, 959, 1091(a) and (d), 1145(c), 1199(b) and (c), 1207, 1549 and 1585(a) (9); Amendment 25-41 paragraph 1309; Amendment 25-42, paragraph 1353(c); Amendment 25-45, paragraphs 571 and 629(d) (4) (v); Amendment 25-46, paragraphs 351 and 603.

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

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

FAR 25.773 (b)(2) DV Window
FAR 25.955 (a)(4) Fuel Flow

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

Ditching provisions of FAR 25.801
Ice Protection of FAR 25.1419

e) Special Conditions:

CL-600-2A12, -2B16, (only):
DOT Special Condition on stalls contained in DOT letter to Canadair Ltd. 5010-10-377 (ABP/A) dated 25 October 1982.
DOT Special Conditions on Automatic Take-off Thrust Control System contained in DOT letter to Canadair Ltd. 5010-10-377 (ABP/A) dated 8 November 1982.

CL-600-1A11, (only):
Adopted FAA Special Conditions Number 25-94-EA-12 (Docket number 16921) for the Canadair CL-600 airplane.

CL-600-2A12, -2B16:
FAA Special Condition 25-ANM-1, Issued in Federal Register 14 CFR Part 21 Docket NM-1 on March 24, 1983

f) Additional FAA Requirements

CL-600-1A11, -2A12, -2B16:
FAR Part 36 dated December 1, 1969, as amended through Amendment 36-9.
SFAR 27 dated February 1, 1974 as amended through Amendment SFAR 27-2.

g) Additional Airworthiness Requirements

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

h) Part 26 Compliance Information:

Compliance with Part 26.300(a) of Commission Implementing Regulation (EU) 2020/1159 dated 5 August 2020 (introducing aging aircraft) is demonstrated by complying with points 26.301, 26.304 and 26.305.

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

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

FAR Part 25 at Amendment 25-37 for paragraphs 149, 365, 561, 625, 701, 772, 783 (except 783(f)), 785 (except 785 (g)), 789, 791, 801,803, 807, 809, 811, 812, 813, 831, 853, 855, 857, 1307, 1359, 1415, 1419

FAR Part 25 at Amendment 25-37 for existing installation and Amendment 25-78 for new installation for paragraph 963, 965, 994, 997 and 1438
FAR Part 25 at Amendment 25-38 for paragraphs 787 and 1439
FAR Part 25 at Amendment 25-40 for paragraph 25.973
FAR Part 25 at Amendment 25-42 for paragraph 25.109 (as amended by TCCA Issue Paper F2)
FAR Part 25 at Amendment 25-44 for paragraph 25.1413
FAR Part 25 at Amendment 25-54 for paragraph 851

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

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

FAR 25.955 (a)(4), Fuel Flow
FAR 25.103, .107, Reduced Operating Speed Factors
119, .121, 125, .143, (TCCA Issue Paper F-1)
(TCCA Issue Paper F-1) and 207.

d) Compliance with the following requirements has been established:

FAR 25.801 Ditching Provisions
FAR 25.1419 Ice Protection

e) Special Conditions:

94-2 High Intensity Radiated Fields (HIRF)
94-3 Lightning Protection
2007-01 Steep Approach and Landing Capability

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

g) Environmental Protection Requirements:

1. Noise: Ref to TCDSN no. EASA.IM.A.023
2. Fuel Venting: ICAO Annex 16, Volume II, Part II
3. Carbon Dioxide Emissions – for CL-600-2B16 (604 Variant), S/N 6050 & subs:

- ICAO Annex 16, Volume III, Amendment 1, implemented in Art. 9 of Regulation (EU) 2018/1139 as amended by Regulation (EU) 2021/1087;
- CO_2 standard in accordance with ICAO Annex 16, Volume III, Part II, Chapter 2, § 2.4.2 d);

Note: corresponds to CAEP/10 In-Production standard.

For CO_2 metric values refer to the EASA Aeroplane CO_2 Emissions Database.

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

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

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

j) Compliance has been demonstrated with:

FAR Part 36 dated December 1, 1969, as amended through Amendment 36-20
FAR Part 34 dated August 25, 1990, as amended through Amendment 34-1

k) Deviations

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

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

li) Runaway Overrun and Awareness System (ROAAS)
The aircraft model CL-600-2B16 (604 Variant) has been demonstrated to be compliant with CS 25.705 Amdt 24 when equipped with MODSUM #600-6690)

lii) Part 26 Compliance Information:

Compliance with Part 26.300(a) of Commission Implementing Regulation (EU)

2020/1159 dated 5 August 2020 (introducing aging aircraft) is demonstrated by complying with points 26.301, 26.304 and 26.305.

2. Operational Suitability Data (OSD)

The EASA Type Certification with respect to Operational Suitability Data (OSD) is defined as follows:

MMEL (CL-600-1A11/CL-600-2A12/CL-600-2B16 (601-3A/601-3R/604 Variant including Challenger 605 & 650 Marketing Designations): Initial MMEL OSD as per Transport Canada Civil Aviation (TCCA) MMEL/MEL Policy and Procedures Manual (TP9155E) and the TCCA MMEL Guidance Book. Any new or revised MMEL items impacting the OSD approved Master Minimum Equipment List referenced within the Approved Manuals section of this TCDS, will comply with CS-MMEL Initial Issue 31 January 2014 (Book 1 only), where applicable.

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

III. Technical Characteristics and Operational Limitations

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

Models	Engines
CL-600-1A11 (600)	Two Avco Lycoming ALF-502L or ALF-502L-2
CL-600-2A12 (601 Variant)	Two - General Electric CF34-1A or One - General Electric CF34-1A and One CF34-3A or One – General Electric CF34-1A and One CF34-3A2 or * Two - General Electric CF34-3A or * Two - General Electric CF34-3A2 or * One - General Electric CF34-3A and One CF34-3A2
* Aircraft with two CF34-3A or CF34-3A2 engines installed, improved performance is not available until Canadair Service Bulletin 601-0238 - Modification - Engines - Use of 3A engines at 3A power settings, is incorporated.	
CL-600-2B16 (601-3A Variant)	Two - General Electric CF34-3A or CF34-3A2 or One - General Electric CF34-3A and One CF34-3A2
CL-600-2B16 (601-3R Variant)	Two - General Electric CF34-3A1

CL-600-2B16 (604 Variant)	Two - General Electric CF34-3B

3. Airplane Limit Speeds

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

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

CL-600-2B16 (601-3A Variant)			
Airspeed Limits		Knots	Mach

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

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

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

	V_A	(SeeFlight Manual for variations of V_A with altitude and aircraft weight)	
	V_{LO}	(Landing Gear Operating)	197
	V_{LE}	(Landing Gear Extended)	250

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4. Oil

Oil Capacity:

600-1A11 (600)				
	Per Engine Total (Usable)		APU Total (Usable)	
Litres	13.96	(7.33)	2.70	(1.55)
Imperial Quarts	12.28	(6.45)	2.40	(1.36)
600-2A12 (601 Variant)				
	Per Engine Total (Usable)		APU Total (Usable)	
Litres	6.43	(5.20)	2.70	(1.55)
Imperial Quarts	5.66	(4.58)	2.40	(1.36)

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

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

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

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5. Maximum Certified Weights kg. (lbs)

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

6. Placards

Placards are listed in the following Canadair Limited Drawings:

600-1A11 (600):
- 600-40402
- 600-40452
- 600-51000
- 600-51002
- 600-51004

600-2A12 (601 Variant)
- 601-40402
- 601-40452
- 600-51000
- 600-51002
- 601-51004

600-2B16 (601-3A Variant)
- 601-40402
- 601-40452
- 601A51000
- 601A51002
- 601A51004

600-2B16 (601-3R Variant)
- 601-40402
- 601-40452
- 601A51000
- 601A51002
- 601A51004

600-2B16 (604 Variant)
- 601-40402
- 601-40452
- 604-51000

7. Instructions for Continued Airworthiness:

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

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

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8. Approved Publications

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

9. Minimum Flight Crew:

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

10. Maximum Seating Capacity:

    22, including 3 crew (1 Pilot, 1 Co-Pilot, 1 Flight Attendant)
    (19 Passengers as limited by number of exits provided – see Note 2)

11. Auxiliary Power Unit (APU)

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

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

APU Limits:

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

12. Equipment

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

13. Operational Suitability Data (OSD) (CL-600-1A11/2A12/2B16):

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.IM.A.023 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

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1. Master Minimum Equipment List

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

2. Flight Crew Data

   The Flight Crew data has been approved as per the defined Operational Suitability Data Certification Basis and as documented in "Bombardier Challenger 604/605/650 Operational Suitability Data (OSD) – Flight Crew, (Ref: BAT-CL600-OSD-FC Initial Issue dated December 4th 2015)" or later approved revisions.

14. Notes

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

2. This aircraft Type Certificate defines an aircraft that does not include passenger provisions. Carriage of persons in the cabin is permitted when an approved seating arrangement and related required passenger provisions are incorporated in accordance to the Basis of Certification.

3. CL-600-2B16 (604 Variant S/N 5301 to 5699):
   The airplane is equipped with a Cockpit Voice Recorder (CVR) and associated components. Satisfactory functioning of the microphone and recording facilities have not been demonstrated by Canadair, and cannot be completed until installation of an interior and completion of SB 604-23-001. This note does not apply for aircraft Serial Number 5701 and subsequent.

4. CL-600-2B16 (604 Variant):
   For green aircraft, smoke goggles are provided with ferry kit and are stowed in side console compartments. For completed aircraft, dedicated storage shall be provided by the completion 17enter for pilot and co-pilot smoke goggles to ensure that goggles are protected from damage and are readily available to crew in an emergency.

5. CL600-2B16 (604 Variant):
   FAR 25.109: The aircraft accelerate stop performance is established using the criteria specified in Issue Paper F-2, Accelerate-Stop Distance. The criteria used anticipate proposed changes to FAR 25.109.

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

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

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

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

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

SECTION 3: CHANGE RECORD

Starting with Issue 9.0

TCDS Issue No	TCDS Date	TCDS Changes	TC Date
9.0	09/11/10	Introduction of Model CL-600-2E25 (CRJ 1000) Introduction of SC H-01 for EWIS ICA Requirements	09/11/10
10.0	15/11/10	Correction of typographical errors: • Engine model number for CL-600-2B19; • MMEL publication numbers for CL-600-2C10/-2D15/-2D24/-2E25; • FAA Engine Type Certificate number for CL-600-2D15/-2D24; and • Fuel capacity tables for CL-600-2E25.	09/11/10
11.0	16/12/15	Introduction of OSD Certification Basis and OSD Data: • Page 1 and 3: Bombardier Inc. address updated • OSD Certification Basis added (p. 5, 13, 22, 30, 37, 47) • OSD Data added (p. 17-18, 26-27, 34-35, 41-42, 53-54) • “Notes” Section numbering updated as applicable	09/11/10
12.0	29/02/16	Introduction of Challenger 650 Marketing designation • Aircraft designations, § 6, updated table (p. 3) • CS-ACNS deviation added (p. 47) • New Instructions for Continued Airworthiness added (p. 52) • New Approved Publications added (p. 53) • References in APU Limit table updated (p.54) • Correction of the MMEL Revision (p. 54) • Note 7 modified (p. 55) • Note 8 added (p. 55) • Note 10 modified (p. 55)	09/11/10

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TCDS Issue No	TCDS Date	TCDS Changes	TC Date
13.0	20/01/17	Addition of Equivalent Safety Finding (ESF) against JAR 25.813 and associated limitation on Maximum Seating Capacity for CL-600-2C10 model • Update of JAA Equivalent Safety Findings listing (p. 13) • Refence to note 6 added(p. 14) • Reference to note 6 added (p. 16) • Note 6 added (p. 19) Modification of CL-600-2C10/-2D15/-2D24 Oil Capacity tables and CL-600-2D24 Maximum Certified Weight tables: • Correction of CL-600-2C10 Oil Capacity values (p. 15) • Correction of CL-600-2D15 Oil Capacity values (p. 23) • Correction of CL-600-2D24 Oil Capacity values (p. 31) • Addition of option <2006> Maximum Certified Weights values (p. 32-33) Correction of typographical errors: • "TC" replaced by "TCCA" (p.46) • "One – General Electric C434-1A and one CF34A2" replaced by "One – General Electric CF34-1A and One CF34-3A2" (p. 48) • APU models for CL-600-1A11/-2A12/-2B16 (p. 54) "CL-6002E25" replaced by "CL-600-2E25" (p. 56)	09/11/10
14.0	06/07/17	• Addition of paragraph "l" (p. 47): CL-600-2B16 (604Variant) EDTO approval	09/11/10
15.0	08/06/18	Addition SECTION 5, paragraph 6 Elect to comply: CS 25.811, Emergency exit marking, Amendment 3 CS 25.812, Emergency lighting, Amendment 3	09/11/10
16.0	14/12/18	Addition of Challenger 650 Marketing designations when quoting OSD MMEL and FCD documents (pages 47, 54 and 55)	09/11/10

TCDS Issue No	TCDS Date	TCDS Changes	TC Date
17.0	06/03/20	Added Note 1 in SECTION 1 to explain that the following Regional Jet models were previously recorded on Issue 16.0 of this TCDS and have been administratively moved to TCDS IM.A.673 Issue 1.0 pursuant to Regulation (EU) No 69/2014 part 21.A.47: • CL-600-2B19 (Regional Jet Series 100) • CL-600-2B19 (Regional Jet Series 440) • CL-600-2C10 (Regional Jet Series 700 and 701) • CL-600-2C10 (Regional Jet Series 702) • CL-600-2D15 (Regional Jet Series 705) • CL-600-2D24 (Regional Jet Series 900) • CL-600-2E25 (Regional Jet Series 1000 Deleted SECTIONS 2 to 6 covering the Regional Jet models. Renumbered SECTIONS 7 & 8 to 2 & 3.	06/03/20
18.0	14/02/25	• Front Matter – updated TCH address • Section 1, Page 3: updated TCH address • Section 5, Page 7: added CS 25.705 Amdt 24 for aircraft equipped with ROAAS	14/02/25
19.0	25/08/26	• Section 1.2g: updated to include CO_2 compliance • Section 1.1h and 1.2n: added reference to Part 26 Compliance	14/02/25