



TYPE-CERTIFICATE DATA SHEET

No. EASA.IM.A.191

For

DHC-8

Type Certificate Holder:

De Havilland Aircraft of Canada Limited
123 Garratt Boulevard
Toronto, Ontario
CANADA M3K 1Y5

For models: DHC-8-102
DHC-8-103
DHC-8-106

DHC-8-201
DHC-8-202

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

DHC-8-401
DHC-8-402

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SECTION 1: GENERAL (ALL MODELS)

| | |
|-------------------------------------|---|
| 1. Data Sheet No: | EASA.IM.A.191 |
| 2. Airworthiness Category: | Large Aeroplanes |
| 3. Performance Category: | A |
| 4. Certifying Authority: | TCCA |
| 5. Type Certificate Holder : | De Havilland Aircraft of Canada Limited 123 Garratt Boulevard Toronto, Ontario Canada M3K 1Y5 |

SECTION 2: DHC-8 SERIES 100

I. General

1. Aeroplane: DHC-8 Series 100

II. Certification Basis

1. Reference Application Date for EASA Certification: February 7, 1986

2. TCCA Certification Date:

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

3. TCCA Certification Basis: Refer to TCCA Type Certificate Data Sheet No. A-142

4. EASA Certification Date:

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

5. EASA Certification Basis:

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

Additional Airworthiness Requirements:

Flight Manual Policy ref. DOT letter 5010-10-366 (ABP/L) dated June 1, 1984.

AMA 525/1 Stalls, Compliance dated July 9, 1984. Airworthiness Manual 525.207(b) Stall
Warning, initial issue dated 1986. Airworthiness Manual 525.201(d) Stall
Demonstration, initial issue dated 1986.

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

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

Compliance with the following additional optional requirements has been established:

FAR 25.1419, Ice Protection.

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

6. Special Conditions:

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

Steep Approach and Short Landing (ref. TC letter 5010-10-366 (ABP/L), dated June 7, 1985).

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

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

7. Exemptions:

FAR 25.571(e)(2) Propeller Debris (ref. FAA Exemption No. NM-102; TC letter 5010-10-366 (ABP/A) dated February 10, 1984).

FAR 25.807(c)(1) 40 Passenger Configuration (ref. TC letter 5010-10-366, dated March 14, 1986).

8. Equivalent Safety Findings:

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

9. Environmental Standards:

Environmental requirements for noise:
ICAO Annex 16 Volume 1 – Chapter 3

Environmental requirements for fuel venting and emissions:
SFAR 27 dated December 12, 1973, including Amendments 27-1 through 27-5.

III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Current issue of AEROC 8.1.AC.1 – Definition of Certified Airplanes
2. Description: Detail Specification No. DS8-100
3. Equipment: Equipment Register
4. Dimensions:

| | |
|-----------|----------------------|
| Span | 25.91 m (85 ft) |
| Length | 22.25 m (73 ft) |
| Height | 7.49 m (24 ft 7 in) |
| Wing Area | 54.35 m ² |
5. Engines: Two (2) Pratt and Whitney of Canada engines as follows:

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

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

- 5.1 Engine Limits: For details refer to AFM – PSM 1-81-1A (Models 102, 103, 106)
6. Auxiliary Power Unit (APU): Options only. Refer to AFM – PSM 1-81-1A (Models 102, 103, 106)
- 6.1 APU Limits: For details refer to AFM – PSM 1-81-1A (Models 102, 103, 106)
7. Propellers: Hamilton Sundstrand Model 14SF-7, 14SF-15 or 14SF-23 Refer to FAA Propeller Type Certificate Data Sheet P7NE.
- 7.1 Propeller Limits :
- | | |
|--------------------------------|----------------------------|
| Blade | SFA13 ()-OA |
| Diameter | 3.96 m (13 ft) nominal |
| Pitch settings at 0.75 radius: | |
| Feather | 77.5° |
| Flight fine | 10.5° |
| Ground fine | -5.5° |
| Full reverse | -18.5° |
| Propeller (Np) | - Take off 1212 rpm |
| | - Max. continuous 1212 rpm |
- The following Hamilton Sundstrand Propeller combinations are approved 14SF-7 & 14SF-7
- Modification 8/2579 allows the following additional Hamilton Sundstrand Propeller combinations.
- 14SF-15 & 14SF-15
- 14SF-15 & 14SF-7
- 14SF-15 & 14SF-23
- 14SF-23 & 14SF-23
- 14SF-23 & 14SF-7
8. Fluids (Fuel/Oil/Additives): For details refer to AFM – PSM 1-81-1A (Models 102, 103, 106)
- 8.1 Eligible Fuels
- | | |
|----------|------------------------|
| Kerosene | JET A, A-1, JP-5, JP-8 |
| Wide Cut | JET B, JP-4 |
- For other approved fuel types refer to AFM – PSM 1-81-1A (Models 102, 103, 106)
- 8.2 Eligible Oils Oils conforming to Specification MIL-L-23699

9. Fluid Capacities:

9.1 Fuel Capacity:

Main Fuel System

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

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

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

9.2 Oil Capacity per Engine:

| | Liters | Imp. Gals. |
|--------|--------|------------|
| Usable | 3.8 | 0.83 |
| Total | 17.7 | 3.90 |

10. Air Speeds:

| IAS | | | <u>Knots</u> | |
|-----|--|------------------------------|-------------------|-----|
| IAS | V _{MO} (Maximum Operating) | 0 to 14000 ft | 242 | |
| | | 15000 ft | 239 | |
| | | 20000 ft | 223 | |
| | | 25000 ft | 207 | |
| | | | | |
| | V _{FE} (Flap extended) | Flap 5° & 15° | 148 | |
| | | Flap 35° | 130 | |
| | | | | |
| | | V _A (Maneuvering) | (Models 102, 103) | 163 |
| | | V _A (Maneuvering) | (Model 106) | 164 |
| | V _{LO} (Landing gear operation) | | 158 | |
| | V _{LE} (Landing gear extended) | | 172 | |

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

11. Maximum Operating Altitude: 7,620 m (25,000 ft) (Pressure Altitude)

12. All Weather Capability: Cat II

13. Maximum Weights:

DHC-8-102

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

DHC-8-103

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

DHC-8-106

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

14. Center of Gravity Range:

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

15. Datum:

Plate located on centerline at “Station 423.0 in”

(1074.4 cm) on underside of fuselage.

16. Mean Aerodynamic Chord (MAC): 87.0 in
17. Leveling Means: Plumb bob and target in RH emergency exit opening.
18. Minimum Flight Crew: 2 (Pilot and Copilot)
19. Maximum Passenger Seating Capacity: 40 passengers (see Note 1)
20. Exits:

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

21. Baggage/Cargo Compartments:

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

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

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

IV. Operating and Service Instructions

- | | |
|---|------------------------------------|
| 1. Airplane Flight Manual | PSM 1-81-1A (Models 102, 103, 106) |
| 2. Airplane Maintenance Manual | PSM 1-8-2 |
| 3. Weight and Balance Manual | PSM 1-8-8 |
| 4. Maintenance Program Manual - Maintenance Review Board Report (MRB Report) | PSM 1-8-7, Part 1 |
| 5. Maintenance Program Manual – Airworthiness Limitations (AWL) | PSM 1-8-7, Part 2 |
| 6. Maintenance Task Cards Manual | PSM 1-8-7TC |
| 7. Service Letters and Service Bulletins | Refer to Publications Index |

V. Notes

- Cabin Interior and Seating Configurations must be approved and are listed in AEROC 8.1.AC.1 Section 100 current issue.
- DHC-8 Series 100 (Models 102/103) incorporating optional Modsum 8Q310027, through Service Bulletin (SB) 8-05-03, is required to comply with tasks and intervals of Supplement 1 “Extended Service Program” to Part 3 of the Maintenance Program Manual (PSM 1-8-7).

SECTION 3: DHC-8 SERIES 200

I. General

1. Aeroplane: DHC-8 Series 200

II. Certification Basis

1. Reference Application Date for EASA Certification: August 1, 1997

2. TCCA Certification Date:

| | |
|-----------|-----------------|
| DHC-8-201 | August 24, 1995 |
| DHC-8-202 | March 9, 1995 |

3. TCCA Certification Basis: Refer to TCCA Type Certificate Data Sheet No. A-142

4. EASA Certification Date:

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

5. EASA Certification Basis:

FAR Part 25 dated February 1, 1965, including amendments 25-1 through 25-66; plus:

| | |
|---------------------------------|-------------------------|
| FAR 25.963(e), Amendment 25-69, | Fuel Tank Access Covers |
| FAR 25.361, Amendment 25-72, | Engine Torque |
| FAR 25.729(e), Amendment 25-75, | Retraction Mechanism |

With the following exceptions:

(The DHC-8 Series 200 was certificated as a derivative of the Series 100 aircraft. The applicable basis of certification is the same as the Series 100, but the manufacturer elected to demonstrate compliance with FAR Part 25, up to Amendment, 25-66, less the exceptions shown under Basis of Certification, Series 200.)

| | |
|----------------------------------|---|
| FAR 25.365(e), Amendment 25-54, | Pressurized Cabin Loads |
| FAR 25.561, Amendment 25-64, | Emergency Landing Conditions |
| FAR 25.562, Amendment 25-64, | Emergency Landing Dynamic Conditions |
| FAR 25.783, Amendment 25-54, | Doors |
| FAR 25.785, Amendment 25-64, | Seats, Berths, Safety Belts and Harnesses |
| FAR 25.904, Amendment 25-62, | Automatic Takeoff Thrust Control System (replaced by ATPCS Special Condition) |
| FAR 25.1091(e), Amendment 25-57, | Air Intakes |

Additional Airworthiness Requirements

Flight Manual Policy ref. DOT letter 5010-10-366 (ABP/L) dated June 1, 1984.

AMA 525/1, Stalls, Compliance dated July 9, 1984. Airworthiness Manual 525.207(b) Stall Warning, initial issue dated 1986. Airworthiness Manual 525.201(d) Stall Demonstration, initial issue dated 1986.

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

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

Compliance with the following additional optional requirements has been established:

FAR 25.1419, Ice Protection

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

6. Special Conditions:

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

Steep Approach and Short Landing – (ref. TC letter 5010-10-366 (ABP/L), dated June 7, 1985).

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

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

7. Exemptions

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

8. Equivalent Safety Findings:

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

9. Environmental Standards:

Environmental requirements for noise:
ICAO Annex 16 Volume 1 – Chapter 3

Environmental requirements for fuel venting and emissions:
ICAO Annex 16, Second Edition, Volume II

III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Current issue of AEROC 8.1.AC-1 – Definition of Certified Airplanes
2. Description: Detail Specification No. DS8-200
3. Equipment: Equipment Register
4. Dimensions:
Span 25.89 m (85 ft)

Length 22.25 m (73 ft)
Height 7.49 m (24 ft 7 in)
Wing Area 54.35 m²

5. Engines: 2 Pratt and Whitney of Canada engines as follows:

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

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

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

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

6. Auxiliary Power Unit (APU): Options only. Refer to AFM – PSM 1-82-1A (Models 201, 202)

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

7. Propellers: Hamilton Sundstrand Model 14SF-23

Refer to FAA Propeller Type Certificate Data Sheet P7NE.

7.1 Propeller Limits :

| | |
|--------------------------------|----------------------------|
| Blade | SFA13 ()-OA |
| Diameter | 3.96 m (13 ft) nominal |
| Pitch settings at 0.75 radius: | |
| Feather | 77.5° |
| Flight fine | 10.5° |
| Ground fine | -5.5° |
| Full reverse | -18.5° |
| Propeller (Np) | - Take off 1212 rpm |
| | - Max. continuous 1212 rpm |

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

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

8. Fluids (Fuel/Oil/Additives): For details refer to AFM – PSM 1-82-1A (Models 201, 202)

8.1 Eligible Fuels Kerosene JET A, A-1, JP-5, JP-8

Wide Cut JET B, JP-4

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

8.2 Eligible Oils Oils conforming to Specification MIL-L-23699

9. Fluid Capacities:

9.1 Fuel Capacity:

Main Fuel System

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

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

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

9.2 Oil Capacity per Engine:

| | Liters | Imp. Gals. |
|--------|--------|------------|
| Usable | 8.0 | 1.6 |
| Total | 19.3 | 4.57 |

10. Air Speeds:

| IAS | | | <u>Knots</u> |
|--|---------------|--|--------------|
| V _{MO} (Maximum Operating) | 0 to 14000 ft | | 242 |
| | 15000 ft | | 239 |
| | 20000 ft | | 223 |
| | 25000 ft | | 207 |
| V _{FE} (Flap extended) | Flap 5° & 15° | | 148 |
| | Flap 35° | | 130 |
| V _A (Maneuvering) | | | 164 |
| V _{LO} (Landing gear operation) | | | 158 |
| V _{LE} (Landing gear extended) | | | 172 |

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

11. Maximum Operating Altitude: 7,620 m (25,000 ft) (Pressure Altitude)

12. All Weather Capability: Cat II

13. Maximum Weights:

DHC-8-201 & DHC-8-202

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

14. Center of Gravity Range: For details refer to AFM – PSM 1-82-1A (Models 201, 202)

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

16. Mean Aerodynamic Chord (MAC): 87.0 in

17. Leveling Means: Plumb bob and target in RH emergency exit opening.

18. Minimum Flight Crew: 2 (Pilot and Copilot)

19. Maximum Passenger Seating Capacity: 40 passengers (see Note 1)

20. Exits:

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

21. Baggage/Cargo Compartments:

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

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

22. Wheels and Tires: Tricycle landing gear, retractable, dual side by side wheel type.
Main wheel sized to accept 31.0 x 9.75-13 tubeless tires.
Nose gear sized to accept 18 x 5.50-8 tubeless tires or with S.O.O. 8009, 22.0 x 6.5-10 flotation type tire.

IV. Operating and Service Instructions

| | |
|--|---|
| 1. Airplane Flight Manual | PSM 1-82-1A (Models 201, 202) (See Note 2) |
| 2. Airplane Maintenance Manual | PSM 1-82-2 |
| 3. Weight and Balance Manual | PSM 1-82-8 |
| 4. Maintenance Program Manual - Maintenance Review Board Report (MRB Report) | PSM 1-82-7, Part 1 |
| 5. Maintenance Program Manual – Airworthiness Limitations (AWL) | PSM 1-82-7, Part 2 |
| 6. Maintenance Task Cards Manual | PSM 1-82-7TC |
| 7. Service Letters and Service Bulletins | Refer to Publications Index |

V. Notes

1. Cabin Interior and Seating Configurations must be approved and are listed in AEROC 8.1.AC.1 Section 200 current issue.
2. DHC-8 Series 200 (Models 201, 202) incorporating optional Modification 827SO00022 (or equivalent design change) – Introduction of Flight Spoilers in Ground Mode, require the Flight Manual with the “S” reference, following the Model designation.

SECTION 4: DHC-8 SERIES 300

I. General

1. Aeroplane: DHC-8 Series 300

II. Certification Basis

1. Reference Application Date for EASA Certification: September 9, 1988

2. TCCA Certification Date:

| | |
|-----------|-------------------|
| DHC-8-301 | February 14, 1989 |
| DHC-8-311 | July 31, 1990 |
| DHC-8-314 | February 20, 1992 |
| DHC-8-315 | June 2, 1995 |

3. TCCA Certification Basis: Refer to TCCA Type Certificate Data Sheet No. A-142

4. EASA Certification Date:

| | |
|-----------|----------------------------------|
| DHC-8-301 | February 23, 1995 (NCAA, Norway) |
| DHC-8-311 | August 15, 1990 (LBA, Germany) |
| DHC-8-314 | May 3, 1993 (ACG, Austria) |
| DHC-8-315 | March 22, 1996 (DGAC, Romania) |

5. EASA Certification Basis:

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

| | |
|-------------|---|
| FAR 25.832, | Amendment 25-56 Cabin Ozone Concentration |
| FAR 25.812, | Amendment 25-58 Emergency Lighting |
| FAR 25.853, | Amendment 25-59 Compartment Interiors (Seat cushions) |
| FAR 25.853, | Amendment 25-66 Compartment Interiors (Materials) (Models 311, 314, and 315) |

Additional Airworthiness Requirements

Flight Manual Policy ref. DOT letter 5010-10-366 (ABP/L), dated June 1, 1984.

| | |
|-----------|--|
| AMA 525/1 | Stalls, Compliance dated July 9, 1984. Airworthiness Manual 525.207(b) Stall Warning, initial issue dated 1986. Airworthiness Manual 525.201(d) Stall Demonstration, initial issue dated 1986. |
|-----------|--|

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

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

Compliance with the following additional optional requirements has been established:

| | |
|--------------|----------------|
| FAR 25.1419, | Ice Protection |
|--------------|----------------|

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

6. Special Conditions:

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

Steep Approach and Short Landing – (ref. TC letter 5010-10-366 (ABP/L), dated June 7, 1985).

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

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

7. Exemptions:

FAR 25.571(e)(2), Propeller Debris (ref. FAA Exemption No. NM-102; TC letter 5010-10-366 (ABP/A) dated February 10, 1984).

FAR 25.785(h), Exemption No. 89-2, dated February 3, 1989, Flight Attendants Seats

8. Equivalent Safety Findings:

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

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

9. Environmental Standards :

Environmental requirements for noise :

ICAO Annex 16 Volume 1 – Chapter 3

Environmental requirements for fuel venting and emissions:

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

DHC-8-314

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

III. Technical Characteristics and Operational Limitations

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

2. Description: Detail Specification No. DS8-300

3. Equipment: Equipment Register

4. Dimensions: Span 27.43 m (90 ft)

Length 25.68 m (84 ft 3 in)
Height 7.49 m (24 ft 7 in)
Wing Area 56.1 m²

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

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

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

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

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

6. Auxiliary Power Unit (APU): Options only. Refer to AFM – PSM 1-83-1A
(Models 301, 311, 314, 315)

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

7. Propellers:

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

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

Refer to FAA Propeller Type Certificate Data Sheet P7NE.

- 7.1 Propeller Limits :
- Blade SFA13 ()-OA
 - Diameter 3.96 m (13 ft) nominal
- Pitch settings at 0.75 radius:
- Feather 77.5°
 - Flight fine 11.5°
 - Ground fine -7.5°
 - Full reverse -18.5°
 - Propeller (Np)
 - Take off 1212 rpm
 - Max. continuous 1212 rpm

The following Hamilton Sundstrand Propeller combinations are approved:

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

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

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

8. Fluids (Fuel/Oil/Additives): for details refer to AFM – PSM 1-83-1A (Models 301, 311, 314, 315)

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

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

- 8.2 Eligible Oils Oils conforming to Specification MIL-L-23699

9. Fluid Capacities:

9.1 Fuel Capacity:

Main Fuel System

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

Optional Auxiliary Fuel System (828SO00006 or 828CH00027)

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

9.2 Oil Capacity per Engine:

| | Liters | Imp. Gals. |
|--------|--------|------------|
| Usable | 8.0 | 1.6 |
| Total | 19.3 | 4.57 |

| 10. Air Speeds: | | | <u>Knots</u> |
|-----------------|---|----------------|--------------|
| IAS | V _{MO} (Maximum Operating) | 0 to 17000 ft | 243 |
| | | 20000 ft | 232 |
| | | 25000 ft | 214 |
| | <u>DHC-8-301</u> | | |
| | V _{FE} (Flap extended) | Flap 5° | 160 |
| | | Flap 10° & 15° | 149 |
| | | Flap 35° | 127 |
| | V _A (Maneuvering) | | 176 |
| | V _{LO} (Landing gear operation) | | 158 |
| | V _{LE} (Landing gear extended) | | 173 |
| | <u>DHC-8-311, DHC-8-314 & DHC-8-315</u> | | |
| | V _{FE} (Flap extended) | Flap 5° | 163 |
| | | Flap 10° | 154 |
| | | Flap 15° | 150 |
| | | Flap 35° | 138 |
| | V _A (Maneuvering) | | 177 |
| | V _{LO} (Landing gear operation) | | 163 |
| | V _{LE} (Landing gear extended) | | 173 |

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

11. Maximum Operating Altitude: 7,620 m (25,000 ft) (Pressure Altitude)

12. All Weather Capability: Cat II

13. Maximum Weights:

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

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

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

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

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

14. Center of Gravity Range: for details refer to AFM – PSM 1-83-1A (Models 301, 311, 314, 315)
15. Datum: Plate located on centerline at “Station 423.0 in” (1074.4 cm) on underside of fuselage.
16. Mean Aerodynamic Chord (MAC): 85.5 in
17. Leveling Means: Plumb bob and target in RH emergency exit opening.
18. Minimum Flight Crew: 2 (Pilot and Copilot)
19. Maximum Passenger Seating Capacity: 56 passengers (see Note 1)
20. Exits:

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

21. Baggage/Cargo Compartments:

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

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

22. Wheels and Tires: Tricycle landing gear, retractable, dual side by side wheel type. Main wheel sized to accept 31.0 x 9.75-14 tubeless tires. Nose gear sized to accept 18 x 5.50-8 or 22.0 x 6.5-10 tubeless tires.

IV. Operating and Service Instructions

| | |
|--|--|
| 1. Airplane Flight Manual | PSM 1-83-1A (Models 301, 311, 314, 315) |
| 2. Airplane Maintenance Manual | PSM 1-83-2 |
| 3. Weight and Balance Manual | PSM 1-83-8 |
| 4. Maintenance Program Manual - Maintenance Review Board Report (MRB Report) | PSM 1-83-7, Part 1 |
| 5. Maintenance Program Manual – Airworthiness Limitations (AWL) | PSM 1-83-7, Part 2 |
| 6. Maintenance Task Cards Manual | PSM 1-83-7TC |
| 7. Service Letters and Service Bulletins | Refer to Publications Index |

V. Notes

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

SECTION 5: DHC-8 SERIES 400

I. General

1. Aeroplane: DHC-8 Series 400

II. Certification Basis

1. Reference Application Date for EASA Certification: 31 January 1995

2. EASA Certification Date

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

3. EASA Certification Basis:

JAR 25 Change 14
JAR 25 Amendment 25/96/01
CS 25.831(b) Amendment 18, associated to post TC Mod introducing the Extra Capacity Configuration (see Note 3)
JAR AWO Change 2
JAR 1 Definitions Change 4
JAR 21 Change 1

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

4. Special Conditions:

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

5. Equivalent Safety Findings:

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

Configuration, see Note 3)

CRI G-04 Accelerate Stop Distance
 INT/POL/25/5 Issue 1 (JAR 25.109)

6. Deviation:

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

7. Environmental Standards: for details refer to CRI A-03

Environmental requirements for noise:

ICAO Annex 16 Volume 1 – Chapter 3 (Refer to Note 2)

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

Environmental requirements for fuel venting and emissions:

ICAO Annex 16, Second Edition, Volume II

8. Operational Suitability Data (OSD)

8.1 Cabin Crew Data (CCD)

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

8.2 Master Minimum Equipment List (MMEL)

JAR MMEL/MEL Amendment 1, Section 1*

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

8.3 Flight Crew Data (FCD)

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

III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Current issue of AEROC 8.1.AC.1 – Definition of Certified Airplanes
2. Description: Detail Specification No. DS8-400
3. Equipment: Equipment Register
4. Dimensions:
- | | |
|-----------|--|
| Span | 28.4 m (93 ft 3 in) |
| Length | 32.8 m (107 ft 9 in) |
| Height | 8.3 m (27 ft 4 in) |
| Wing Area | 63.1 m ² (679 ft ²) |
5. Engines: Two (2) Pratt and Whitney of Canada engines Model PW150A
- Refer to TCCA Engine Type Certificate Data Sheet No. E-29.
- 5.1 Engine Limits: for details refer to AFM – PSM 1-84-1A (Models 401 or 402)

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

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

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

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

7.1 Propeller Limits:

| | |
|--------------------------------|------------------|
| Blade diameter | 4.11 m (13.5 ft) |
| Pitch settings at 0.70 radius: | |
| Feather | 84.5° |
| Flight fine (Electronic) | 16.5° |
| Flight fine (Hydraulic) | 16.0° |
| Ground fine | -3.5° |
| Full reverse | -19.0° |
| Propeller (Np) | |
| - Take off | 1020 rpm |
| - Max. continuous | 1020 rpm |

8. Fluids (Fuel/Oil/Additives): for details refer to AFM – PSM 1-84-1A (Models 401 or 402)

8.1 Eligible Fuels

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

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

8.2 Eligible Oils Oils conforming to Specification MIL-L-23699

9. Fluid Capacities:

9.1 Fuel Capacity:

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

9.2 Oil Capacity per Engine:

| | Liters | Imp. Gals. |
|--------|--------|------------|
| Usable | 5.6 | 1.23 |
| Total | 24.9 | 5.48 |

| | | | |
|-----------------|--|---------------|--------------|
| 10. Air Speeds: | | | <u>Knots</u> |
| IAS | V _{MO} (Maximum Operating) | 0 to 8,000 ft | 245 |
| | | 10,000 ft | 282 |
| | | 18,000 ft | 286 |
| | | 20,000 ft | 275 |
| | | 25,000 ft | 248 |
| | V _{FE} (Flap extended) | Flap 5° | 200 |
| | | Flap 10° | 181 |
| | | Flap 15° | 172 |
| | | Flap 35° | 158 |
| | V _A (Maneuvering) | | 204 |
| | V _{LO} (Landing gear operation) | | 200 |
| | V _{LE} (Landing gear extended) | | 215 |

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

11. Maximum Operating Altitude: 7,620 m (25,000 ft) (Pressure Altitude)

12. All Weather Capability: Cat II

13. Maximum Weights:

DHC-8-401 & DHC-8-402

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

14. Center of Gravity Range: For details refer to AFM – PSM 1-84-1A (Models 401 or 402)

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

16. Mean Aerodynamic Cord (MAC): 94.512 in.

17. Leveling Means: Plumb bob and target in RH emergency exit opening.

18. Minimum Flight Crew: 2 (Pilot and Copilot)

19. Maximum Passenger Seating Capacity:

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

20. Exits:

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

*) Type III exit for showing compliance with JAR 25.801 only

**) Applicable to Models -401/-402 non-Extra Capacity configurations

***) Applicable to Model -402 Extra Capacity configuration (refer to Note 1 and Note 3)

21. Baggage/Cargo Compartments:

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

*) Applicable to Models -401/-402 non-Extra Capacity configurations

Refer to Weight & Balance Manual PSM 1-84-8 for individual airplane configurations.

22. Wheels and Tires:

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

IV. Operating and Service Instructions

| | |
|---|---------------------------------|
| 1. Airplane Flight Manual | PSM 1-84-1A (Models 401 or 402) |
| 2. Airplane Operating Manual | PSM 1-84-1 |
| 3. Weight and Balance Manual | PSM 1-84-8 |
| 4. Minimum Equipment List Procedures Manual | PSM 1-84-16 |
| 5. Airplane Maintenance Manual | PSM 1-84-2 |
| 6. Maintenance Requirements Manual | PSM 1-84-7 |
| Part 1: MRB Report | |
| Part 2: Airworthiness Limitation Items (ALIs) | |
| a) Certification Maintenance Requirements | |

- b) Structural Maintenance Program
- c) System Safe Life Components

| | |
|--|-----------------------------|
| 7. Service Letters and Service Bulletins | Refer to Publications Index |
| 8. Structural Repair Manual | PSM 1-84-3 |
| 9. Cargo Loading Manual | PSM 1-84-8A |
| 10. Illustrated Parts Manual | PSM 1-84-4 |
| 11. Task Cards Manual | PSM 1-84-7TC |

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.IM.A.191 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

- a. Master Minimum Equipment List reference, PSM 1-84-16A, at the latest applicable revision as per the defined Operational Suitability Data Certification Basis recorded in CRI MMEL-01
- b. Required for entry into service by EU operator.

2. Flight Crew Data

- a. Flight Crew Data reference "Operational Suitability Data Flight Crew" DOC BAT-DHC-8-OSD-FC, at the latest applicable revision as per the defined Operational Suitability Data Certification Basis CS-FCD dated 31 January 2014.
- b. Required for entry into service by EU operator.

3. Cabin Crew Data

- a. Cabin Crew Data reference, Doc #CC-E-BD500-402, at the latest applicable revision as per the defined Operational Suitability Data Certification Basis recorded in CRI CCD-01.
- b. Required for entry into service by EU operator.

VI. Notes

1. Cabin Interior and Seating Configurations must be approved and are listed in AEROC 8.1.AC.1 Section 400 current issue.
2. DHC-8 Models 401 and 402 are in compliance with the requirements of the ICAO Annex 16, Volume 1 – Chapter 4.
3. For DHC-8 Model -402 Extra Capacity configuration with passenger seating of up to 90, in addition to an approved Cabin Interior and Seating Configuration the aircraft must be equipped with the Type I FWD emergency exit as defined by the following ModSums, or equivalent:
 -) For aircraft MSN 4455 to MSN 4591: MS 4-458296, MS 4-459035, MS 4-458951 and MS 4-458968.
 -) For aircraft MSN 4592 and subsequent: MS 4-190614, MS 4-458951 and MS 4-458968.

SECTION 6: ADMINISTRATIVE

I. Change Record

| Issue | Date | Changes | TC issue |
|--------------|-------------|--|-----------------------------|
| Issue 01 | 14/03/07 | - Page 25, Section 5 III Item 7- Reference to propeller TCDS added | 14/03/2007 Initial Issue |
| Issue 02 | 22/05/07 | - Page 27, Section 5 III Item 13- Take Off Weight for Intermediate Gross Weight option MS 4-308807 corrected | 14/03/2007 |
| Issue 03 | 14/01/10 | <ul style="list-style-type: none"> - Page 1, List of Effective Pages updated - Page 4 – 5, Page number updated from Section 4 III Item 11 and onwards, Section 6 Change Record added - Page 9, Section 2 III Item 8.1 – Fuel Type reference added - Page 10, Section 2 III Item 10 – Model 106 Maneuvering Airspeed added - Page 12, Section 3 – Section number corrected from 2 to 3 - Page 14, Section 3 III Item 5 – Engine Part number Corrected - Page 15, Section 3 III Item 8.1 – Fuel Type reference added - Page 16, Section 3 III Item 10 – Maneuvering Airspeed corrected, Reference for Airspeeds corrected - Page 20, Section 4 III Item 5 – Engine part number corrected - Page 20, Section 4 III Item 7- Aircraft Model number corrected for propeller Model 14SF-15 - Page 21, Section 4 III Item 8.1 – Fuel Type reference added - Page 21-22, Section 4 III Item 10 – Air Speeds updated to include DHC-8-301, 311, 314 and 315 values, Fuel Type reference added - Page 22, Section 4 III Item 13 – Weights reference added - Page 23, Section 4 III Item 21 – Rear Class B baggage compartment Max. Allowable Load corrected - Page 25, Section 5 II Item 6 – “Refer to Note 2” added - Page 25, Section 5 III Item 4 – Height dimension corrected - Page 26, Section 5 III Item 8.1 – Fuel Type reference added - Page 27, Section 5 III Item 19 – Model 402 Maximum Passenger Seating Capacity increase from 78 to 80 - Page 28, Section 5 V – Note 2 added - Page 29 – 30 List of Revisions pages added | 14/03/2007 |
| Issue 04 | 14/12/10 | <ul style="list-style-type: none"> - Page 1, List of Effective Pages deleted - Page 2-5, Page numbers revised - Page 8, Section II item 6 – SC H-01 added - Page 14, Section II renumbered, item 6 – SC H-01 added - Page 19 – Section II renumbered, item 6 – SC H-01 added - Page 24 – Section II renumbered, item 6 – SC H-01 added | 14/03/2007 |
| Issue 05 | 11/02/11 | <ul style="list-style-type: none"> - Page 1, List of Effective Pages deleted - Page 2-5, Page numbers revised - Page 8, Section II item 6 – SC H-01 added - Page 14, Section II renumbered, item 6 – SC H-01 added - Page 19 – Section II renumbered, item 6 – SC H-01 added | 14/03/2007 |

| Issue | Date | Changes | TC issue |
|---------------|-------------|---|-----------------|
| | | - Page 24 – Section II renumbered, item 6 – SC H-01 added | |
| Issue 06 | 1/10/12 | - Page 9, Special Condition SCA No. 94-12 added - Page 11, Fuel Capacity for Auxiliary Fuel System added - Page 13, Note 2 added - Page 15, Special Condition SCA No. 94-12 added - Page 17, Fuel Capacity for Auxiliary Fuel System added - Page 19, Note 2 added - Page 21, Special Condition SCA No. 94-12 added - Page 23, Fuel Capacity for Auxiliary Fuel System added | 14/03/2007 |
| Issue 07 | 26/02/13 | - Page 31, main wheel tire dimension corrected | 26/02/2013 |
| Issue 08 | 18/12/15 | - Page 28, para. 7. Operational Suitability Data (OSD) added - Page 32, para. V. Operational Suitability Data (OSD) added | |
| Issue 09 | 20/06/2016 | - Page 27, para 6. Deviations added with CRI F-17 - Page 29, para 6 and 7 renumbered to 7 resp 8. | 17/06/2016 |
| Issue 10 & 11 | 12/10/2016 | - Page 32, para 2. Typo corrected | |
| Issue 12 | 03/02/2017 | - Page 27, Special Condition F-18 added | |
| Issue 13 | 25/09/2019 | - Change of TC Holder to De Havilland | 25/09/2019 |
| Issue 14 | 23/03/2021 | - Cover sheet and page 7, TC Holder designation updated to De Havilland Aircraft of Canada Limited - Pages 9, 14, 15, 21 typo mistakes on references to FAR 25 subparagraphs corrected - Pages 10, 16, 22 and 23 reference to Propeller type certificate holder updated - Page 27, Conditions for compliance with JAR 25.801 “Ditching” added - Page 27, Equivalent Safety Finding D-14 added - Page 32, DHC-8-402 extra Passenger capacity of 90 configuration added - Page 33, Note 3 added - Page 35, Typos corrected | 23/03/2021 |