Transport Canada
Safety and Security

Transports Canada
Sécurité et sûreté

Civil Aviation
Ottawa, Ontario
K1A 0N8

Aviation civile

Your file *Votre référence*

Our file *Notre référence*
5010-A589 (RDIMS 16472886):

CIRCULATED TO CIVIL AVIATION AUTHORITIES*
(* as identified by TCCA Aircraft Certification Branch)

27 April, 2020

Dear Madam/Sir:

Transport Canada Civil Aviation (TCCA) would like to notify your office that effective November 22, 2019, the following Bombardier Regional Jet (RJ) aircraft models have been administratively transferred from Canadian Type Certificate (TC) A-131 to a separate TC A-276:

- CL-600-2B19 (Regional Jet Series 100 and 440)
- CL-600-2C10 (Regional Jet Series 700, 701 and 702)
- CL-600-2C11 (Regional Jet Series 550)
- CL-600-2D15 (Regional Jet Series 705)
- CL-600-2D24 (Regional Jet Series 900)
- CL-600-2E25 (Regional Jet Series 1000)

Accordingly, TCCA reissued Canadian TC **A-131 at Issue 60**, which now contains only the Challenger business aircraft models. TCCA also issued Canadian TC **A-276 at Issue 1** which contains only the Regional Jet aircraft models as follows:

Models Covered By	
TC A-131 Issue 60	**TC A-276 Issue 1**
• CL-600-1A11 (600) • CL-600-2A12 (601 Variant) • CL-600-2B16 (601-3A, 601-3R and 604 Variant)	• CL-600-2B19 (Regional Jet Series 100 and 440) • CL-600-2C10 (Regional Jet Series 700, 701 and 702) • CL-600-2C11 (Regional Jet Series 550) • CL-600-2D15 (Regional Jet Series 705) • CL-600-2D24 (Regional Jet Series 900) • CL-600-2E25 (Regional Jet Series 1000)

Canada

Please note that there is currently no change to TC holder and the responsibility for the type design and continuing airworthiness under ICAO Annex 8 for the models listed in both these TCs is still with Bombardier Inc. with the same legal name, address and telephone number.

As applicable, you are requested to administratively transfer the RJ aircraft models from your current Type Certificate or Validation Certificate or other formal approval documents to a separate TC, similar to what TCCA has done.

A copy of Canadian TC and Type Certificate Data Sheet (TCDS) **A-131 Issue 60** and **A-276 Issue 1** are enclosed for your reference.

Please note that this request is being made in advance of a planned TC holder transfer for TC and Type Certificate Data Sheet (TCDS) **A-276**. A separate request/ letter will be sent for this TC transfer once the transfer activities are completed at TCCA.

Finally, please contact this office at the following address, for any issues relating to type design approval and continued airworthiness activities:

Transport Canada Civil Aviation (TCCA)
National Aircraft Certification
159 Cleopatra Drive,
Nepean, Ontario,
K1A 0N5
Canada

Attention: **Director, Aircraft Certification (AARD)**
Fax (613) 996-9178

Sincerely,

Charles Lanning
Chief, Project Management
National Aircraft Certification

Enclosure(s):

1. TC and TCDS A-131 Issue 60
2. TC and TCDS A-276 Issue 1

Transport Canada | Transports Canada

Type Certificate

A-131

Pursuant to Canadian Aviation Regulations PART V, SUBPART 21, this Type Certificate is issued to:

Bombardier Inc.
800 Boul. René-Lévesque Ouest
Montréal, Québec
H3B 1Y8

For the following Aeronautical Product(s):

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

Details of the type design, certification basis, operating limitations and other associated airworthiness requirements are specified in:

Department of Transport Type Certificate Data Sheet A-131 Issue 60

or latest revision

[redacted]

Director, National Aircraft Certification
For Minister of Transport

November 22, 2019
Date of Issue

Canada

Type Certificate Data Sheet

Number: A-131
Issue No.: 60
Approval Date: Refer Below
Issue Date: November 22, 2019

This Type Certificate Data Sheet (TCDS), which is part of Type Certificate (TC) No. A-131, prescribes the conditions and limitations under which the product(s) for which the type certificate was granted meet(s) the standards of airworthiness required by the Canadian Aviation Regulations (CARs).

Type Certificate Holder:
Bombardier Inc.
800 Boul. René-Lévesque Ouest
Montréal QC H3B 1Y8
Canada

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)

Type Certificate Historical Record (See NOTE 1)
The following models were previously recorded on Issue 59 of this TCDS and have been administratively moved to TCDS A-276 Issue 1 pursuant to CAR 521.357.

- 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-600-2C11 (Regional Jet Series 550)
- CL-600-2D15 (Regional Jet Series 705)
- CL-600-2D24 (Regional Jet Series 900)
- CL-600-2E25 (Regional Jet Series 1000)

1. MODEL CL-600-1A11 (600) (Transport Category) Approved August 10, 1980

Engines: Two Avco Lycoming ALF-502L or ALF-502L-2

Airspeed Limits (IAS)			Knots	Mach
	V_{MO} and M_{MO} (Maximum Operating)			
	Sea Level to 10,000 ft.		301 *	*
	* See AFM for Variations of V_{MO} and M_{MO} above 10,000 ft.			
	V_{FE} (Flaps Extended)	20°	232	
		30°	198	
		45°	170 **	
		45°	190 **	
	** See appropriate AFM as listed in Approved Publications.			
	V_A (Maneuvering)			
	See AFM for Variations of V_A with altitude and aircraft weight.			
	V_{LO} (Landing Gear Operating)		197	
	V_{LE} (Landing Gear Extended)		250	

MODEL CL-600-1A11 (600) (Cont'd)

		Kg	Lbs
Maximum Weight (Mass)	Take-off *	18,643	41,100
		18,711	41,250

* See AFM, as listed in Approved Publications, for other weight limitations and aircraft eligibility.

		Per engine Total (Usable)	APU Total (Usable)
Oil Capacity	Litres	13.96 (7.33)	2.7 (1.55)
	Imperial Quarts	12.28 (6.45)	2.4 (1.36)

Serial Numbers Eligible: 1002, 1004 and subsequent.

Placards: Placards are listed in the following Canadair Limited Drawings: 600-40402, 600-40452, 600-51000, 600-51002 and 600-51004.

Approved Publications: Airplane Flight Manual, Canadair Publication RAG-600-101 issue 2 (PSP 600 and PSP 600-1) and subsequent approved issues.

Life Limited Parts: Components which are life limited are listed in Time Limits/Maintenance Checks, PSP 605.

Instructions for Continued Airworthiness: Aircraft Maintenance Manual PSP 602 defines the scope of the Instructions for Continued Airworthiness as required for compliance with 14 CFR 25.1529.

2. MODEL CL-600-2A12 (601 Variant) (Transport Category) Approved February 25, 1983

Engines:

Two General Electric CF-34-1A or
One General Electric CF-34-1A and One CF-34-3A or
One General Electric CF-34-1A and One CF-34-3A2 or
* Two General Electric CF-34-3A or
* Two General Electric CF-34-3A2 or
* One General Electric CF-34-3A and One CF-34-3A2

* Aircraft with two CF-34-3A or CF-34-3A2 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.

Type Certificate Data Sheet

(Continuation Sheet)

Number: A-131 Issue: 60

MODEL CL-600-2A12 (601 Variant) (Cont'd)

Airspeed Limits (IAS)

			Knots	Mach
V_{MO} and M_{MO} (Maximum Operating)				
	Sea Level to 10,000 ft.		301 *	*
*	See AFM for Variations of V_{MO} and M_{MO} with altitude.			
V_{FE}	(Flaps Extended)	20°	232	
		30°	198	
		45°	190	
V_A	(Maneuvering)			
	See AFM for Variations of V_A with altitude and aircraft weight.			
V_{LO}	(Landing Gear Operating)		197	
V_{LE}	(Landing Gear Extended)		250	

Maximum Weight (Mass)

	Kg	Lbs
Take-off *	19,550	43,100
	20,230	44,600
	20,457	45,100

* See AFM, as listed in Approved Publications, for other weight limitations and aircraft eligibility.

Oil Capacity

	Per engine Total (Usable)	APU Total (Usable)
Litres	6.43 (5.2)	2.7 (1.55)
Imperial Quarts	5.66 (4.58)	2.4 (1.36)

Serial Numbers Eligible

1003, 3001 and subsequent.

Placards

Placards are listed in the following Canadair Limited Drawings: 601-40402, 601-40452, 600-51000, 600-51002 and 601-51004.

Approved Publications

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.

MODEL CL-600-2A12 (601 Variant) (Cont'd)

Life Limited Parts: Components which are life limited are listed in Time Limits/Maintenance Checks, PSP-601-5.

Instructions for Continued Airworthiness: Aircraft Maintenance Manual PSP 601-2 defines the scope of the Instructions for Continued Airworthiness as required for compliance with 14 CFR 25.1529.

3. MODEL CL-600-2B16 (601-3A Variant) (Transport Category) Approved April 21, 1987
4. MODEL CL-600-2B16 (601-3R Variant) (Transport Category) Approved July 2, 1993
5. MODEL CL-600-2B16 (604 Variant) (Transport Category) Approved September 20, 1995
(See NOTES 4, 5, 6 and 8 applicable to Item 5 above)

Engines

601-3A Variant
Two General Electric CF-34-3A or CF-34-3A2 or
One General Electric CF-34-3A and One CF-34-3A2

601-3R Variant
Two General Electric CF-34-3A1

604 Variant
Two General Electric CF34-3B

Airspeed Limits (IAS)

601-3A and 601-3R Variant

			Knots	Mach
V_{MO} and M_{MO} (Maximum Operating)				
	Sea Level to 10,000 ft.		301 *	*
*	See AFM for Variations of V_{MO} and M_{MO} with altitude.			
V_{FE}	(Flaps Extended)	20°	232	
		30°	198	
		45°	190	
	See AFM for Variations of V_A with altitude and aircraft weight.			
V_{LO}	(Landing Gear Operating)		197	
V_{LE}	(Landing Gear Extended)		250	

MODEL CL-600-2B16 (601-3A Variant, 601-3R Variant and 604 Variant) (Cont'd)

Airspeed Limits (IAS) (Cont'd)

604 Variant

			Knots	Mach
V_{MO} and M_{MO} (Maximum Operating)				
	Sea Level to 8,000 ft.		300 *	*
*	See AFM for Variations of V_{MO} and M_{MO} with altitude.			
V_{FE}	(Flaps Extended)	20°	231	
		30°	197	
		45°	189	
	See AFM for Variations of V_A with altitude and aircraft weight.			
V_{LO}	(Landing Gear Operating)		197	
V_{LE}	(Landing Gear Extended)		250	

Maximum Weight (Mass)

	Kg	Lbs
Take-off	19,550	43,100 *
	20,230	44,600 *
	20,457	45,100 *
	20,457	45,100 **
	21,591	47,600 ***
	21,863	48,200 ****

601-3A Variant, 601-3R Variant, 604 Variant, 604 Variant with SB 604-11-001

See AFM, as listed in Approved Publications, for other weight limitations and aircraft eligibility.

* 601-3A Variant
** 601-3R Variant
*** 604 Variant
**** 604 Variant with SB 604-11-001 or 604 Variant Serial Number 5640 and subsequent

Note: Asterisks refer to Weight Limitations above.

Oil Capacity

	Per engine Total (Usable)	APU Total (Usable)
Litres	6.43 (5.2)	2.7 (1.55)
Imperial Quarts	5.66 (4.58)	2.4 (1.36)

Serial Numbers Eligible

601-3A Variant	5001 to 5134
601-3R Variant	5135 to 5300
604 Variant	5301 and subsequent

MODEL CL-600-2B16 (601-3A Variant, 601-3R Variant and 604 Variant) (Cont'd)

Placards

601-3A and 601-3R Variants

Placards are listed in the following Canadair Limited Drawings: 601-40402, 601-40452, 601A51000, 601A51002 and 601A51004.

604 Variant

Placards are listed in the following Canadair Limited Drawings: 601-40402, 601-40452 and 604-51000.

Instructions for Continued Airworthiness

The following publications defines the scope of the Instructions for Continued Airworthiness as required for compliance with 14 CFR 25.1529:

601-3A and 601-3R Variants	Aircraft Maintenance Manual PSP 601-2 Identification No. CH 601 MM
604 Variant (from S/N 5301 to 5699)	Aircraft Maintenance Manual Identification No. CH 604 MM
604 Variant (from S/N 5701 to 5990)	Aircraft Maintenance Manual Identification No. CH 605 MM
604 Variant (from S/N 6050 & Subs)	Aircraft Maintenance Manual Identification No. CH 650 MM

Approved Publications

601-3A and 601-3R Variants

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.

604 Variant (from S/N 5301 to 5699)

a) Airplane Flight Manual, Canadair Publication (DOT) PSP 604-1 and later approved revisions.
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.

MODEL CL-600-2B16 (601-3A Variant, 601-3R Variant and 604 Variant) (Cont'd)

Approved Publications (Cont'd)

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.

604 Variant (from 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

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED

Fuel

Specification					
Canada	USA	UK	China	CIS	NATO
CGSB-3.23	ASTM D1655 JET A				
	ASTM D1655 JET A-1	Def Stan 91-91	GB6537-2006 No. 3 Jet	RT	F-35
CGSB-3.24	MIL-DTL-83133 JP-8	Def Stan 91-87			F-34
	MIL-DTL-5624 JP-5	Def Stan 91-86			F-44

For additional approved fuel grades see applicable AFM.
Fuel additives – See AFM as listed in Approved Publications.

Use of wide-cut fuels is prohibited except for non-revenue ferry flights.
For fuel temperature limitations see applicable AFM.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Oil	Engine, APU, IDG:	MIL-L-7808 (Type I), or MIL-L-23699 (Type II) or other approved oils as identified in the Maintenance Manual (refer to Instructions for Continued Airworthiness).
Engine Operating Limits	See AFM as listed in Approved Publications.	
Maximum Oil Pressure	See AFM as listed in Approved Publications.	
Minimum Oil Pressure	See AFM as listed in Approved Publications.	

APU

CL-600-1A11, -2A12 (Pre Service Bulletin 601-0568), -2B16 (Up to and including Serial Number 5630 and Pre Service Bulletin 601-0568) and Pre Service Bulletin 604-49-006)
Garret GTCP-36-100E

Limits

Maximum RPM:		110%
Maximum EGT:	Running	731°C
	Starting	974°C

Below 60% RPM 870°C Maximum 20 seconds.

CL-600-2A12 (Post Service Bulletin 601-0568), -2B16 (A/C 5631 and subsequent, or Post Service Bulletin 601-0568 and Pre Service Bulletin 604-49-006)
Honeywell 36-150(CL)

Limits

Maximum RPM:		110%
Maximum EGT:	Running	731°C
	Starting	974°C

See AFM PSP 604-1, PSP 605-1 and PSP 650-1 for APU limitations.

C.G. Limits — See AFM as listed in Approved Publications.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Reference Datum	CL-600-1A11, -2A12, -2B16 Fuselage station 0, located 952.5 cm (375 in.) forward of weighing datum jig point.
Leveling Means	CL-600-1A11, -2A12 and -2B16 Target plate and plumb bob bracket within rear fuselage, at fuselage station 718.
Minimum Crew	Two (pilot and co-pilot)
Maximum Occupants	CL-600-1A11, -2A12 and -2B16 22, including 3 crew members (1 Pilot, 1 Co-Pilot, 1 Flight Attendant) (19 passengers as limited by number of exits provided - See NOTE 2)
Maximum Operating Altitude	Take-off and Landing * 10,000 ft. Enroute 41,000 ft. * See AFM, as listed in Approved Publications, for altitudes above 10,000 ft.
Fuel Capacity	See AFM as listed in Approved Publications.
Outside Air Temperature Limits	For temperature operating limits refer to Limitations Section of AFM.
Certification Basis	1. Models CL-600-1A11, -2A12, -2B16 (601-3A and 601-3R Variant) a) FAR Part 25 dated February 1, 1965, including Amdts 25-1 through 25-37. • FAR Part 25 at Amdt 25-38 for 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). • FAR Part 25 at Amdt 25-40 for 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).

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Certification Basis (Cont'd)

- FAR Part 25 at Amdt 25-41 for paragraph 1309.
- FAR Part 25 at Amdt 25-42 for paragraph 1353(c).
- FAR Part 25 at Amdt 25-45 for paragraphs 571 and 629(d) (4) (v).
- FAR Part 25 at Amdt 25-46 for paragraphs 351 and 603.

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

FAR 25.801	Ditching provisions
FAR 25.1419	Ice Protection

e) Special Conditions:

CL-600-2A12 and -2B16

1. DOT Special Condition on stalls contained in DOT letter to Canadair Ltd. 5010-10-377 (ABP/A) dated October 25, 1982.
2. DOT Special Conditions on Automatic Take-off Thrust Control System contained in DOT letter to Canadair Ltd. 5010-10-377 (ABP/A) dated November 8, 1982.
3. FAA Special Condition 25-ANM-1, Issued in Federal Register 14 CFR Part 21 Docket NM-1 on March 24, 1983.

CL-600-1A11

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

f) Additional FAA Requirements:

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

1. FAR Part 36 dated December 1, 1969, as amended through Amdt 36-9.
2. SFAR 27 dated February 1, 1974 as amended through Amdt SFAR 27-2.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Certification Basis (Cont'd)

g) Additional Airworthiness Requirements:

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

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

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

- FAR Part 25 at Amdt 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 and 1419.
- FAR Part 25 at Amdt 25-37 for existing installation and Amdt 25-78 for new installation for paragraph 963, 965, 994, 997 and 1438.
- FAR Part 25 at Amdt 25-38 for paragraphs 787 and 1439.
- FAR Part 25 at Amdt 25-40 for paragraph 973.
- FAR Part 25 at Amdt 25-42 for paragraph 109 (See NOTE 7).
- FAR Part 25 at Amdt 25-44 for paragraph 1413.
- FAR Part 25 at Amdt 25-54 for paragraph 851.

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

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

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

d) Compliance with the following requirements has been established:

FAR 25.801	Ditching Provisions
FAR 25.1419	Ice Protection

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Certification Basis (Cont'd)

e) Special Conditions:
SCA 94-2 dated November 1, 1994, High Intensity Radiated Fields (HIRF)
SCA 94-3 dated December 1, 1994, Lightning Protection
SCA 2007-01 dated January 1, 2007, Steep Approach and Landing Capability

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

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

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	Aeroplane Operations After Ground Cold 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 Amdt 36-20
FAR Part 34 dated August 25, 1990, as amended through Amdt 34-1

Date of Application for Type Certification

CL-600-1A11	July 14, 1976
CL-600-2A12	December 3, 1980
CL-600-2B16	November 1, 1985

Required Equipment

a) The basic required equipment as prescribed in the applicable airworthiness requirements (See Certification Basis) must be installed in the aircraft.

b) Aircraft Flight Manual as listed in Approved Publications.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

NOTE 1 The following models were previously recorded on Issue 59 of this TCDS and have been administratively moved to TCDS A-276 Issue 1 pursuant to CAR 521.357.

- 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-600-2C11 (Regional Jet Series 550)
- CL-600-2D15 (Regional Jet Series 705)
- CL-600-2D24 (Regional Jet Series 900)
- CL-600-2E25 (Regional Jet Series 1000)

Existing manufactured Regional Jet Series aircraft have identification data plates which still refer to TC A-131 since the approved type design was recorded on TC A-131 at the time of manufacture. As both TC A-131 and A-276 cross-reference each other via a note on the first page of both TCDSs, these aircraft will not require Supplemental aircraft identification data plates per CAR 201.01 or CAR 201.02.

Transport Canada Airworthiness Directives (ADs) and any associated alternative Means of Compliance (AMOCs) that refer to TC A-131, and which affect any of the approved Regional Jet Series aircraft models listed above, continue to remain applicable following this administrative change.

Existing Transport Canada Supplemental Type Certificates (STCs), Repair Design Approvals (RDAs) and ADs which refer to TC A-131 and list any of the approved Regional Jet Series aircraft models are not required to be revised following this administrative change. When revising such STCs for any other reason in the future, the STCs may directly refer to both TCs.

NOTE 2 This Aircraft Type Certificate defines a configuration which 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 with the Certification Basis.

NOTE 3 Compliance with the tasks and intervals specified in the Airworthiness Limitations section of the Maintenance Program listed in Approved Publications is required to ensure continuing compliance with the Certification Basis.

NOTE 4 The Challenger 605 is a marketing designation of the Challenger CL-600-2B16 (604 Variant) for aircraft S/N 5701 to 5990.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

NOTE 5 The airplane is equipped with a Cockpit Voice Recorder (CVR) and associated components. For Challenger Model CL-600-2B16 (604 Variant) aircraft, Serial Numbers 5301 to 5699, 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 Numbers 5701 and subsequent.

NOTE 6 For green aircraft, smoke goggles are provided with ferry kit and are stowed inside console compartments. For completed aircraft, dedicated storage shall be provided by the completion centre for pilot and co-pilot smoke goggles to ensure that goggles are protected from damage and are readily available to crew in an emergency.

NOTE 7 14 CFR 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 14 CFR 25.109.

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

- END -

Charles Lanning
Chief, Project Management
National Aircraft Certification
for Minister of Transport

Transport Canada | Transports Canada

Type Certificate

A-276

Pursuant to Canadian Aviation Regulations PART V, SUBPART 21, this Type Certificate is issued to:

Bombardier Inc.
800 Boul. René-Lévesque Ouest
Montréal, Québec
H3B 1Y8

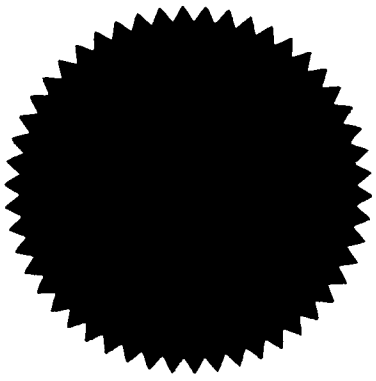
For the following Aeronautical Product(s):

CL-600-2B19	**CL-600-2C11**	**CL-600-2D24**
CL-600-2C10	**CL-600-2D15**	**CL-600-2E25**

Details of the type design, certification basis, operating limitations and other associated airworthiness requirements are specified in:

Department of Transport Type Certificate Data Sheet A-276 Issue 1

or latest revision



Director, National Aircraft Certification
For Minister of Transport

November 22, 2019
Date of Issue

Canada

Type Certificate Data Sheet

Number: A-276
Issue No.: 1
Approval Date: Refer Below
Issue Date: November 22, 2019

This Type Certificate Data Sheet (TCDS), which is part of Type Certificate (TC) No. A-276, prescribes the conditions and limitations under which the product(s) for which the type certificate was granted meet(s) the standards of airworthiness required by the Canadian Aviation Regulations (CARs).

Type Certificate Holder:
Bombardier Inc.
800 Boul. René-Lévesque Ouest
Montréal QC H3B 1Y8
Canada

Models
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-600-2C11 (Regional Jet Series 550)
CL-600-2D15 (Regional Jet Series 705)
CL-600-2D24 (Regional Jet Series 900)
CL-600-2E25 (Regional Jet Series 1000)

Type Certificate Historical Record (See NOTE 1)
The following models were previously recorded on TCDS A-131 Issue 59 and have been administratively moved to this TCDS at Issue 1 pursuant to CAR 521.357.

- 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-600-2C11 (Regional Jet Series 550)
- CL-600-2D15 (Regional Jet Series 705)
- CL-600-2D24 (Regional Jet Series 900)
- CL-600-2E25 (Regional Jet Series 1000)

1. MODEL CL-600-2B19 (Regional Jet Series 100) (Transport Category) Approved July 31, 1992
2. MODEL CL-600-2B19 (Regional Jet Series 440) (Transport Category) Approved October 4, 2001
(See NOTE 8 applicable to Items 1 and 2 above)

Engines: Two General Electric CF-34-3A1 or
Two General Electric CF-34-3B1

Engines may be intermixed in accordance with AFM as listed in Approved Publications.

MODEL CL-600-2B19 (Regional Jet Series 100 and Regional Jet Series 440) (Cont'd)

Airspeed Limits (IAS)

			Knots	Mach
V_{MO} and M_{MO} (Maximum Operating)				
	Below 8,000 ft.		330 *	*
*	See AFM for Variations of V_{MO} and M_{MO} at or above 8,000 ft.			
V_{FE}	(Flaps extended)	8°	230	
		20°	230	
		30°	185	
		45°	170	
V_A	(Maneuvering)			
	See AFM for Variations of V_A with altitude and aircraft weight.			
V_{LO}	(Landing Gear Operating)			
	-Extending		250	
	-Retracting		200	
V_{LE}	(Landing Gear Extended)		250	

Maximum Weight (Mass)

	Kg	Lbs
Take-off *	21,523	47,450

* See AFM, as listed in Approved Publications, for other weight limitations and aircraft eligibility.

Oil Capacity

	Per Engine Total (Usable)	APU Total
Litres	6.43 (5.2)	6.00*
Imperial Quarts	5.66 (4.58)	5.28

* Includes 4 Litres in sump plus 2 litres to service oil cooler and lines.

Serial Numbers Eligible

7001 and subsequent

Placards

Basic markings and placards are listed in the following Canadair drawings: 601R47500, 601R47600, 601R47602 and 601R47700.

Model Definition

Document RAD-601R-112 records the type design approved for CL-600-2B19 aircraft.

The approved type design appropriate to the "as-delivered" configuration of a particular CL-600-2B19 airplane is defined in the document RAL-601R-0001 Rev. B-1 and RAL-601Rxxxx. (xxxx denotes the serial number for the aircraft concerned).

CL-600-2B19 Green Configuration

For CL-600-2B19 Green Configuration and associated modifications refer to NOTE 3.

MODEL CL-600-2B19 (Regional Jet Series 100 and Regional Jet Series 440) (Cont'd)

Instructions for Continued Airworthiness	Aircraft Maintenance Manual CSP A-001 defines the scope of the Instructions for Continued Airworthiness as required for compliance with 14 CFR 25.1529.
Approved Publications	a) Airplane Flight Manual, Publication CSP A-012. b) Structural Repair Manual, Publication CSP A-008, Repair Data Section. c) Maintenance Program – Airworthiness Limitation Items (See NOTE 11) Maintenance Requirements Manual, Publication CSP A-053, Part 2, Airworthiness Limitations

3. MODEL CL-600-2C10 (Regional Jet Series 700 & 701) (Transport Category) Approved December 22, 2000
4. MODEL CL-600-2C10 (Regional Jet Series 702) (Transport Category) Approved January 26, 2005
5. MODEL CL-600-2C11 (Regional Jet Series 550) (Transport Category) Approved July 5, 2019
   (See NOTE 7 applicable to Item 5 above)

Engines	Two General Electric CF34-8C1 or Two General Electric CF34-8C5B1 Engines may be intermixed in accordance with AFM as listed in Approved Publications.

Airspeed Limits (IAS)			Knots	Mach
	V_{MO} and M_{MO} (Maximum Operating)			
	Below 8,000 ft.		330 *	*
	* See AFM for Variations of V_{MO} and M_{MO} at or above 8,000 ft.			
	V_{FE} (Flaps extended)	1°	230	
		8°	230	
		20°	230	
		30°	185	
		45°	170	
	V_A (Maneuvering)			
	See AFM for Variations of V_A with altitude and aircraft weight.			
	V_{LO} (Landing Gear Operating)			
	-Extending		220	
	-Retracting		200	
	V_{LE} (Landing Gear Extended)		220	

MODELS CL-600-2C10 (Regional Jet Series 700, 701 and 702) & CL-600-2C11 (Regional Jet Series 550) (Cont'd)

Maximum Weight

CL-600-2C10 (Regional Jet Series 700, 701 and 702)

	Kg	Lbs
Take-off *	32,999	72,750
(Option)	34,020	75,000

* See AFM, as listed in Approved Publications, for other weight limitations and aircraft eligibility.

CL-600-2C11 (Regional Jet Series 550)

	Kg	Lbs
Take-off *	29,484	65,000

* See AFM, as listed in Approved Publications, for other weight limitations and aircraft eligibility.

Oil Capacity

	2 Engines - Total Quantity		APU
Litres	19.8	25.9 *	4.83
U.S. Quarts	20.8	27.2 *	5.10

* With Remote Oil Replenishment System Option

Serial Numbers Eligible

10002 and subsequent

* 10002 and subsequent serial number aircraft can be either CL-600-2C10 or CL 600-2C11, depending on the maximum take-off weight and passenger seating capacity.

Placards

Basic markings and placards are listed in the following Bombardier drawings: BA670-47501, BA670-47506, BA670-47800 or BA670-47537, BA670-47510 and BA670-47801.

Self-illuminated and electrical signs must be installed in accordance with BA670-47802 and BA670-47803 or BA670-47805.

Drawings noted above are for basic type certification only. For "as-delivered" aircraft configurations, refer to RAL-670-xxxxx or RAL-BA670-xxxxx. (xxxxx denotes aircraft Serial Number)

Model Definition

Type design approved for CL-600-2C10 aircraft:

- RAL-670-0001, Rev. D, or later approved revision, Baseline Engineering Configuration Statement.
- RAL-670-0002, Rev. A, or later approved revision, Options Engineering Configuration Statement.

MODELS CL-600-2C10 (Regional Jet Series 700, 701 and 702) & CL-600-2C11 (Regional Jet Series 550) (Cont'd)

Model Definition Cont'd

- RAZ-BA670-128, Rev. NC, or later approved revision, CL-600-2C10 Regional Jet Aircraft Definition of Transport Canada/FAA Type Design.

Type design approved for CL-600-2C11 aircraft:

- RAL-670-0001, Rev. D, or later approved revision, Baseline Engineering Configuration Statement.
- RAL-670-0002, Rev. A, or later approved revision, Options Engineering Configuration Statement.
- RAZ-BA670-128, Rev. AL, or later approved revision, CL-600-2C10 (Regional Jet Series 700/701/702) & CL-600-2C11 (Regional Jet Series 550) Aircraft Definition of Transport Canada/FAA Type Design.

The approved type design appropriate to the "as-delivered" configuration of a particular CL-600-2C10 or CL-600-2C11 airplane is defined in RAL-670-xxxxx for S/N 10002 to 10132 and RAL-BA670-xxxxx for S/N 10133 and subsequent. (xxxxx denotes the serial number for the aircraft concerned).

Instructions for Continued Airworthiness

Aircraft Maintenance Manual CSP B-001 defines the scope of the Instructions for Continued Airworthiness as required for compliance with 14 CFR 25.1529.

Approved Publications

CL-600-2C10 (Regional Jet Series 700, 701 and 702)

a) Airplane Flight Manual, Publication CSP B-012, dated December 22, 2000 or later approved revisions.
b) Structural Repair Manual, Publication CSP B-008, Repair Data Section.
c) Maintenance Program – Airworthiness Limitation Items (See NOTE 11) Maintenance Requirements Manual, Publication CSP B-053, Part 2, Airworthiness Limitations.

CL-600-2C11 (Regional Jet Series 550)

a) Airplane Flight Manual, Publication CSP B-012, revision 28 dated September 18, 2019 or later approved revisions.
b) Structural Repair Manual, Publication CSP B-008, revision 37 dated August 15, 2019 or later approved revisions, Repair Data Section.
c) Maintenance Program – Airworthiness Limitation Items (See NOTE 11) Maintenance Requirements Manual, Publication CSP B-053, Part 2, Airworthiness Limitations, revision 21 dated July 9, 2019 or later approved revisions.

Type Certificate Data Sheet

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6. MODEL CL-600-2D15 (Regional Jet Series 705) (Transport Category) Approved May 3, 2005
7. MODEL CL-600-2D24 (Regional Jet Series 900) (Transport Category) Approved September 9, 2002

Engines

Two General Electric CF34-8C5, or
Two General Electric CF34-8C5A1

Airspeed Limits (IAS)

			Knots	Mach
V_{MO} and M_{MO} (Maximum Operating)				
	Below 8,000 ft.		330 *	*
*	See AFM for Variations of V_{MO} and M_{MO} at or above 8,000 ft.			
V_{FE}	(Flaps extended)	1°	230	
		8°	230	
		20°	220	
		30°	185	
		45°	170	
V_A	(Maneuvering)			
	See AFM for Variations of V_A with altitude and aircraft weight.			
V_{LO}	(Landing Gear Operating)			
	-Extending		220	
	-Retracting		200	
V_{LE}	(Landing Gear Extended)		220	

Maximum Weight

	Kg	Lbs
Take-off *	36,514	80,500
(Option)	37,421	82,500
(Option)	38,329	84,500

* See AFM, as listed in Approved Publications, for other weight limitations and aircraft eligibility.

Oil Capacity

	2 Engines - Total Quantity		APU
Litres	19.8	25.9 *	4.83
U.S. Quarts	20.8	27.2 *	5.10

* With Remote Oil Replenishment System Option

Serial Numbers Eligible

15001 and subsequent *

* 15001 and subsequent serial number aircraft can be either CL-600-2D15 or CL-600-2D24, depending on the interior configuration.

MODELS CL-600-2D15 (Regional Jet Series 705) & CL-600-2D24 (Regional Jet Series 900) (Cont'd)

Placards	Basic markings and placards are listed in the following Bombardier drawings: BA690-47500, BA690-47506 and BA690-47804. Self-illuminated and electrical signs must be installed in accordance with BA690-47805 and BA690-47806. Drawings noted above are for basic type certification only. For "as-delivered" aircraft configurations, refer to RAL-690-xxxxx or RAL-BA690-xxxxx. (xxxxx denotes aircraft serial number).
Model Definition	Type design approved for CL-600-2D15 aircraft. • RAZ-BA690-129, Rev. K, or later approved revision, CL-600-2D24/CL-600-2D15 Regional Jet Aircraft Definition of Transport Canada/FAA Type Design. • RAL-690-0001, Rev. B, or later approved revision, Baseline Engineering Configuration Statement. • RAL-690-0002, Rev. A, or later approved revision, Options Engineering Configuration Statement. Type design approved for CL-600-2D24 aircraft: • RAZ-BA690-129, Rev. A, or later approved revision, CL-600-2D24 Regional Jet Aircraft Definition of Transport Canada/FAA Type Design. • RAL-690-0001, Rev. B, or later approved revision, Baseline Engineering Configuration Statement. • RAL-690-0002, Rev. A, or later approved revision, Options Engineering Configuration Statement. The approved type design appropriate to the "as-delivered" configuration of a particular CL-600-2D24/CL-600-2D15 airplane is defined in RAL-690-xxxxx for S/N 15001 to 15013 and RAL-BA690-xxxxx for S/N 15014 and subsequent. (xxxxx denotes the aircraft serial number).
Instructions for Continued Airworthiness	Aircraft Maintenance Manual CSP B-001 defines the scope of the Instructions for Continued Airworthiness as required for compliance with Airworthiness Manual (AWM) 525.1529.

MODELS CL-600-2D15 (Regional Jet Series 705) & CL-600-2D24 (Regional Jet Series 900) (Cont'd)

Approved Publications

CL-600-2D15 (Regional Jet Series 705):

a) Airplane Flight Manual, Publication CSP C-012, dated September 9, 2002 or later approved revisions.
b) Structural Repair Manual, Bombardier Publication CSP B-008, Repair Data Section.
c) Maintenance Program - Airworthiness Limitation Items (See NOTE 11) Maintenance Requirements Manual, Publication CSP B-053, Part 2, Airworthiness Limitations.

CL-600-2D24 (Regional Jet Series 900):

a) Airplane Flight Manual, Publication CSP C-012, dated September 9, 2002 or later approved revisions.
b) Structural Repair Manual, Bombardier Publication CSP B-008, Repair Data Section.
c) Maintenance Program - Airworthiness Limitation Items (See NOTE 11) Maintenance Requirements Manual, Publication CSP B-053, Part 2, Airworthiness Limitations

8. MODEL CL-600-2E25 (Regional Jet Series 1000) (Transport Category) Approved November 1, 2010

Engines	Two General Electric CF34-8C5, or Two General Electric CF34-8C5A1, or Two General Electric CF34-8C5A2			
Airspeed Limits (IAS)			Knots	Mach
	V_{MO} and M_{MO} (Maximum Operating)			
	Below 8,000 ft.		330 *	*
	* See AFM for Variations of V_{MO} and M_{MO} at or above 8,000 ft.			
	V_{FE} (Flaps extended)	1°	230	
		8°	230	
		20°	220	
		30°	185	
		45°	170	
	V_A (Maneuvering)			
	See AFM for Variations of V_A with altitude and aircraft weight.			
Airspeed Limits (IAS) (Cont'd)	V_{LO} (Landing Gear Operating)			
	-Extending		220	
	-Retracting		200	
	V_{LE} (Landing Gear Extended)		220	

Maximum Weight		Kg	Lbs
	Take-off *	41,640	91,800

* See AFM, as listed in Approved Publications, for other weight limitations and aircraft eligibility.

Oil Capacity	2 Engines - Total Quantity		APU
Litres	20.8	26.5 *	4.83
U.S. Quarts	22.0	28.0 *	5.10

* With Remote Oil Replenishment System Option.

Serial Numbers Eligible: 19013 and subsequent (See NOTES 12 and 14)

MODEL CL-600-2E25 (Regional Jet Series 1000) (Cont'd)

Placards	Basic markings and placards are listed in the following Bombardier drawings: BA670-47850, BA670-47869, BA690-47504, BA690-47518, BA690-47525, BA690-47526, BA690-47528, BA690-47529, BA690-47530, BA698-47203, BA698-47502, BA698-47519, BA698-47800, BA698-47805 and CC698-47251. Self-illuminated and electrical signs must be installed in accordance with BA690-47805 and BA698-47801. Drawings noted above are for basic type certification only. For "as-delivered" aircraft configurations, refer to RAL-BA698-xxxxx. (xxxxx denotes aircraft serial number).
Model Definition	Type design approved for CL-600-2E25 aircraft. • RAZ-BA698-009, Rev. --, or later approved revision, CL600-2E25 Regional Jet Series 1000 Aircraft Definition of TCCA/FAA Type Design. • RAL-BA698-0001, Rev. B, or later approved revision, Baseline Engineering Configuration Statement. • RAL-BA698-0002, Rev. --, or later approved revision, Options Engineering Configuration Statement. The approved type design appropriate to the "as-delivered" configuration of a particular CL-600-2E25 airplane is defined in RAL-BA698-xxxxx. (xxxxx denotes the aircraft serial number).
Instructions for Continued Airworthiness	Aircraft Maintenance Manual CSP B-001 defines the scope of the Instructions for Continued Airworthiness as required for compliance with AWM 525.1529.
Approved Publications	a) Airplane Flight Manual, Publication CSP D-012, dated November 1, 2010 or later approved revisions. b) Structural Repair Manual, Bombardier Publication CSP D-008, Repair Data Section. c) Maintenance Program – Airworthiness Limitation Items (See NOTE 11) Maintenance Requirements Manual, Publication CSP B-053, Part 2, Airworthiness Limitations.

Type Certificate Data Sheet

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DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED

Fuel

Specification					
Canada	USA	UK	China	CIS	NATO
CGSB-3.23	ASTM D1655 JET A				
	ASTM D1655 JET A-1	Def Stan 91-91	GB6537-2006 No. 3 Jet	RT	F-35
CGSB-3.24	MIL-DTL-83133 JP-8	Def Stan 91-87			F-34
	MIL-DTL-5624 JP-5	Def Stan 91-86			F-44

For additional approved fuel grades see applicable AFM.
Fuel additives – See AFM as listed in Approved Publications.

Use of wide-cut fuels is prohibited except for non-revenue ferry flights.
For fuel temperature limitations see applicable AFM.

Oil

Engine, APU, IDG: MIL-L-7808 (Type I), or MIL-L-23699 (Type II) or other approved oils as identified in the Maintenance Manual (refer to Instructions for Continued Airworthiness).

CL-600-2B19, CL-600-2C10, CL-600-2C11, CL-600-2D15, CL-600-2D24 and CL-600-2E25

Engine, APU, IDG: MIL-L-7808 (Type I) or MIL-L-23699 (Type II) or Castrol 4000.

Engine Operating Limits

See AFM as listed in Approved Publications.

Maximum Oil Pressure

See AFM as listed in Approved Publications.

Minimum Oil Pressure

See AFM as listed in Approved Publications.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

APU

CL-600-2B19
Garrett GTCP-36-150RJ
Limits

Maximum RPM:		107%
Maximum EGT:	Running	743°C
	Starting	974°C *

Below 60% RPM: 870°C Maximum 20 seconds
* Not to be exceeded under any operating condition.

CL-600-2C10, CL-600-2C11, CL-600-2D15, CL-600-2D24 and CL-600-2E25
Allied Signal RE-220 (RJ)
See AFM as listed in Approved Publications.

C.G. Limits

See AFM as listed in Approved Publications.

Reference Datum

CL-600-2B19
Fuselage station 0, located 952.5 cm (375 in.) forward of weighing datum jig point.

CL-600-2C10, CL-600-2C11, CL-600-2D15 and CL-600-2D24
Fuselage station 0, located at 1,394.5 cm (549.0 in.) forward of weighing datum jig point.

CL-600-2E25
Fuselage station 0, located at 1,427.5 cm (562.0 in.) forward of weighing datum jig point.

Leveling Means

CL-600-2B19
Target plate and plumb bob bracket within rear fuselage, at fuselage station 718.75.

CL-600-2C10 and CL-600-2C11
Target plate and plumb bob bracket within rear fuselage, at fuselage station 1,145.75.

CL-600-2D15, CL-600-2D24 and CL-600-2E25
Target plate and plumb bob bracket within rear fuselage, at fuselage station 1,146.75.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Minimum Crew: Two (pilot and co-pilot)

Maximum Occupants:

CL-600-2B19 (Regional Jet Series 100)
55, including 5 crew members *
(50 passengers when fitted with an approved interior)

CL-600-2B19 (Regional Jet Series 440)
49, including 5 crew members *
(44 passengers when fitted with an approved interior)

CL-600-2B19
Green Aircraft Configuration (See NOTE 4)

CL-600-2C10 **
Series 700 73, including 5 crew members *
(68 passengers when fitted with an approved interior)
Series 701 75, including 5 crew members *
(70 passengers when fitted with an approved interior)
Series 702 83, including 5 crew members *
(78 passengers when fitted with an approved interior)
** For any CL-600-2C10, the maximum passenger capacity may be further limited by the Equivalent Safety Finding against AWM 525.813 (See NOTE 10)

CL-600-2C11 (Regional Jet Series 550)
55, including 5 crew members *
(50 passengers when fitted with an approved interior)

CL-600-2D15 (Regional Jet Series 705)
80, including 5 crew members *
(75 passengers when fitted with an approved interior)

CL-600-2D24 (Regional Jet Series 900)
95, including 5 crew members *
(90 passengers when fitted with an approved interior)

CL-600-2E25 (Regional Jet Series 1000)
110, including 6 crew members (1 Pilot, 1 Co-pilot, 1 observer and 3 Flight Attendants)
(104 passengers when fitted with an approved interior)
* "Crew Members" means 1 Pilot, 1 Co-Pilot, 1 Observer and 2 Flight Attendants.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Maximum Operating Altitude	Take-off and Landing *	10,000 ft.
	Enroute	41,000 ft.
	* See AFM, as listed in Approved Publications, for altitudes above 10,000 ft.	

CL-600-2C10, CL-600-2C11, CL-600-2D15, CL-600-2D24 and CL-600-2E25

Take-off and Landing	8,000 ft. (without Modsum 670T82357 incorporated)
Take-off and Landing	9,600 ft. (with Modsum 670T82357 incorporated)
Take-off and Landing	10,000 ft. (with Modsum 670T82391 incorporated)
Enroute	41,000 ft.

Fuel Capacity: See AFM as listed in Approved Publications.

Outside Air Temperature Limits: For temperature operating limits refer to Limitations Section of AFM.

Certification Basis

1. Model CL-600-2B19

a) 14 CFR Part 25 including Amdts 25-1 through 25-62, with the following exceptions/additions:

Exceptions

14 CFR 25.109	Accelerate-Stop Distance (at Amdt 25-42 (modified) - See NOTE 2).
14 CFR 25.832	Cabin Ozone Concentration (not included).
14 CFR 25.1401	Anti-Collision Light System (at Amdt 25-40).
14 CFR 25.1438	Pressurization and Pneumatics System (not included).

Additions

14 CFR 25.773	Pilot Compartment View (at Amdt 25-72).
14 CFR 25.785(h)	Location of Flight Attendant Seat (at Amdt 25-72).

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Certification Basis (Cont'd)

1. Model CL-600-2B19 (Cont'd)

b) Additional Airworthiness Requirements

Airworthiness Manual, Chapter 525 at Change 525-1, Sections:

525.201(d)(1)	Stall Demonstration
525.207(b)	Stall Warning
525.697(b)	Lift and Drag Devices, Controls
525.699(d)	Lift and Drag Device Indicator
525.807(c)(6)	Passenger Emergency Exits
525.1301-1	Aeroplane Operations After Ground Cold Soak
525.1557(b)(3)	Miscellaneous Markings and Placards
525.1581(e) and (f)	Aeroplane Flight Manual, General
525.1521(b)(6)	Powerplant Limitations

- Airworthiness Manual, Chapter 516, Aircraft Noise at change 516-03 and ICAO Annex 16, Chapter 3, at Amdt 3.
- Model CL-600-2B19 was recertified to ICAO Annex 16, Chapter 4, on February 18, 2005 (TR 120-3). The requirement was adopted by Airworthiness Manual 516 Change 516-07, Chapter 4.
- Airworthiness Manual, Chapter 511, Section 511.117, Function and Reliability Test Flying.

c) Special Conditions:

SCA 91-8 dated December 10, 1991, High Intensity Radiated Fields (HIRF)
SCA 92-1 dated May 11, 1992, Lightning Protection
SCA 94-1 dated January 11, 1994, Flight Dynamics Head Up Guidance System (HGS 2100)
SCA 2009-02 dated 2009-03-12, Seats with Non-Traditional, Large, Non-Metallic Panels

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Certification Basis (Cont'd)

1. Model CL-600-2B19 (Cont'd)

d) Findings of Equivalent Safety:

14 CFR 25.783(f)	Baggage and Avionics Compartment Doors
14 CFR 25.811(d)(2)	Entry Door Exit Marking Sign
14 CFR 25.813(c)(1)	Type III Emergency Exit Access
14 CFR 25.1322	Head Up Guidance System Display (Issue Paper F-16)
14 CFR 25.103, .107, .119, .121, .125, .143, and .207	Reduced Minimum Operating Speed Factors (Issue Paper F-17)
AWM 525.1441(c)	Oxygen - Quantity Indication - Passenger - Lavatory Oxygen Dispensing Unit
AWM 525.1443(c)	Minimum Mass Flow of Supplemental Oxygen - Passenger - Lavatory - Oxygen Dispensing Unit

e) Compliance with the following additional optional requirements has been established:

14 CFR 25.1419	Ice Protection
14 CFR 25.801	Ditching (when the safety equipment requirements of 14 CFR 25.1411 and the ditching equipment requirements of 14 CFR 25.1415 are satisfied).

f) Compliance has also been demonstrated with:
ICAO Annex 16, Amendment 7, Volume I, Aircraft Noise, Chapter 4

14 CFR Part 34	Emission Standards
14 CFR Part 36	Noise Standards (Stage 4) including Amdts 36-1 through 36-28 (as reflected in AFM RS-462).

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Certification Basis (Cont'd)

2. Model CL-600-2C10 and CL-600-2C11

a) 14 CFR Part 25 including Amdts 25-1 through 25-86, with the following exceptions/additions:

Exceptions:

14 CFR 25.904	ATTCS (SCA 2000-08 issued instead)

Additions:

14 CFR 25.571	Damage Tolerance and Fatigue Evaluation of Structure (at Amdt 25-96)
14 CFR 25.493	Braked Roll conditions (at Amdt 25-97)

b) Additional Airworthiness Requirements:
Airworthiness Manual, Chapter 525, Change 525-6, Sections:

525.105(c)(1)	Takeoff
525.125(b)	Landing
525.201(d)(1)	Stall Demonstration
525.207(b)	Stall Warning
525.697(b)	Lift and Drag Devices, Controls
525.699(d)	Lift and Drag Device Indicator
525.951(d)	Fuel System - General
525.1301-1	Aeroplane Operations After Ground Cold Soak
525.1521(e)	Take-off Operation
525.1557(b)(4)	Miscellaneous Markings and Placards
525.1581(a)(3)	AFM - Noise Standards
525.1581(e)	Aeroplane Flight Manual, Units
525.1581(f)	Aeroplane Flight Manual, Operating on Wet and Contaminated Runways
525.1581(g)	Aeroplane Flight Manual, Operating Rules

- Airworthiness Manual, Chapter 516, Aircraft Noise at Change 516-06 plus Amdt 6 to ICAO Annex 16 Volume I (Chapter 3).
- Model CL-600-2C10 was recertified to ICAO Annex 16, Chapter 4, on May 3, 2005 (TR RJ 700/84). The requirement was adopted by Airworthiness Manual 516 Change 516-07, Chapter 4.
- Airworthiness Manual, Chapter 511, Sections 511.117, Function and Reliability Test Flying.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Certification Basis (Cont'd)

2. Model CL-600-2C10 and CL-600-2C11 (Cont'd)

c) Special Conditions:
SCA 98-2 dated May 31, 1999, High Intensity Radiated Fields (HIRF)
SCA 2000-08 dated October 6, 2006, Automatic Performance Reset
SCA 2009-02 dated 2009-03-12, Seats with Non-Traditional, Large, Non-Metallic Panels

d) Findings of Equivalent Safety:

14 CFR 25.103 & Others	Reduced Minimum Operating Speed Factors
14 CFR 25.107(e)(1)	Take-off Speeds V_{lof} and V_{mu}
14 CFR 25.109	Accelerate-Stop Distance (Compliance with NPRM 95-17)
14 CFR 25.783(f)	Baggage and Avionics Compartment Doors
14 CFR 25.811(d)(2)	Entry Door Exit Marking Sign
14 CFR 25.813(c)(2)	Type III Emergency Exit Access
14 CFR 25.933	Thrust Reverser System
14 CFR 25.1435(b)(1)	Hydraulic System Testing
AWM 525.841(b)(6)/ 14 CFR 25.841(b)(6)	Pressurized Cabins (See NOTE 9)
AWM 525.813	Passenger Seating Configuration with Additional 2 Passengers Aft of Overwing Exits (See NOTE 10)
AWM 525.1441(c)	Oxygen - Quantity Indication - Passenger - Lavatory Oxygen Dispensing Unit
AWM 525.1443(c)	Minimum Mass Flow of Supplemental Oxygen - Passenger - Lavatory - Oxygen Dispensing Unit

e) Compliance with the following additional optional requirements has been established:

14 CFR 25.1419	Ice Protection
14 CFR 25.801	Ditching (when the safety equipment requirements of 14 CFR 25.1411 and the ditching equipment requirements of 14 CFR 25.1415 are satisfied).

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Certification Basis (Cont'd)

2. Model CL-600-2C10 and CL-600-2C11 (Cont'd)

f) Compliance has also been demonstrated with:

ICAO Annex 16, Amendment 7, Volume I, Aircraft Noise, Chapter 4

14 CFR Part 36	Noise Standards (Stage 4) including Amdts 36-1 through 36-31 (as reflected in AFM RS-347)
JAR 36	Noise Standards (Issued May 97)
14 CFR Part 34	Emission Standards

ICAO Annex 16, Vol. II Second Edition - Emissions Requirements

1. Model CL-600-2D15 and CL-600-2D24

a) AWM Chapter 525, "Airworthiness Standards: Transport Category Aeroplanes" Change 525-7:

- plus, applicable 14 CFR Amdts adopted via Canadian NPA's prior to the application date, which include: 25-86, 25-88, 25-89, 25-92, 25-93, 25-94, 25-95, 25-96, 25-97;
- plus, 14 CFR 25.807(d)(6) at Amdt 25-72 shall replace 14 CFR 25.807(h) at Amdt 25-94;
- plus, 14 CFR 25.365 and 14 CFR 25.831(a) and 14 CFR 25.1447(c) at Amdt 25-87;

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Certification Basis (Cont'd)

3. Model CL-600-2D15 and CL-600-2D24 (Cont'd)

WHICH IS EQUIVALENT TO....

14 CFR Part 25 including Amdts 25-1 through 25-86, and Amdts 25-88 and 25-89, and Amdts 25-92 through 25-97 (with the exception of 14 CFR 25 Amdts 25-68, 25-85 and 25-90, which were not adopted in Canada) with the following deviations:

- *plus, 14 CFR 25.807(d)(6) at Amdt 25-72 shall replace 14 CFR 25.807(h) at Amdt 25-94*
- *plus, 14 CFR 25.365 at Amdt 25-87*
- *plus, 14 CFR 25.831(a) at Amdt 25-87*
- *plus, 14 CFR 25.1447(c) at Amdt 25-87*

AND

the following Additional Canadian Airworthiness Requirements: Airworthiness Manual, Chapter 525, Change 525-7, Sections-

525.105(c)(1)	*Takeoff, Unpaved Runway Surface*
525.125(b)	*Landing, Unpaved Runway Surface*
525.207(b)	*Stall Warning*
525.697(b)	*Lift and Drag Devices, Controls*
525.699(d)	*Lift and Drag Device Indicator*
525.951(d)	*Fuel System, Venting Requirements*
525.1301-1	*Aeroplane Operations After Ground Cold Soak*
525.1521(e)	*Take-off Operation*
525.1557(b)(4)	*Miscellaneous Markings and Placards*
525.1581(a)(3)	*AFM – Noise Standards*
525.1581(e)	*Aeroplane Flight Manual, Units*
525.1581(f)	*Aeroplane Flight Manual, Operating on Wet and Contaminated Runways*
525.1581(g)	*Aeroplane Flight Manual, Operating Rules*

b) Airworthiness Manual, Chapter 516, at change 516-07 for Aircraft Noise (Chapter 4) and Fuel Venting.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Certification Basis (Cont'd)

3. Model CL-600-2D15 and CL-600-2D24 (Cont'd)

c) Special Conditions:
SCA H2002-05 dated August 19, 2002, High Intensity Radiated Fields (HIRF)
SCA H2002-04 dated August 19, 2002, Automatic Performance Reset
SCA H2002-03 dated August 19, 2002, Fuel Tank System Safety - Ignition Prevention
SCA 2009-02 dated 2009-03-12, Seats with Non-Traditional, Large, Non-Metallic Panels

d) Findings of Equivalent Safety:

14 CFR 25.103 & Others	Reduced Minimum Operating Speed Factors – Refer to Issue Paper FT-1
14 CFR 25.107(e)(1)(iv)	Take-off Speeds V_{lof} and V_{mu} – Refer to Issue Paper FT-2
14 CFR 25.783(f)	Baggage and Avionics Compartment Doors – Refer to Issue Paper OS-2
14 CFR 25.811(d)(1) & (d)(2)	Entry Door Exit Marking Sign – Refer to Issue Paper OS-3
AWM 525.811(g) & 812(b)(1)	Use of Symbolic Exit Signs – Refer to Issue Paper OS-14 (Applicable to CL-600-2D24 only)(See NOTE 5)
14 CFR 25.813(c)(2)	Type III Emergency Exit Access Sign – Refer to Issue Paper OS-4
AWM 525.841(b)(6)/ 14 CFR 25.841(b)(6)	Pressurized Cabins (See NOTE 9)
14 CFR 25.933	Thrust Reverser System Sign – Refer to Issue Paper P-1
14 CFR 25.1435(b)(1)	Hydraulic System Testing Sign – Refer to Issue Paper M-1
AWM 525.1441(c)	Oxygen – Quantity Indication – Passenger – Lavatory Oxygen Dispensing Unit
AWM 525.1443(c)	Minimum Mass Flow of Supplemental Oxygen – Passenger – Lavatory – Oxygen Dispensing Unit

e) Later Amdts to the Standards:
14 CFR Part 25 Amdt 25-98 (as adopted by NPA 99-170) is included in the Certification Basis at the applicant's request. Refer to Issue Paper G-4.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Certification Basis (Cont'd)

3. Model CL-600-2D15 and CL-600-2D24 (Cont'd)

f) Compliance with the following additional optional requirements has been established:

14 CFR 25.1419	Ice Protection
14 CFR 25.801	Ditching (when the safety equipment requirements of 14 CFR 25.1411 and the ditching equipment requirements of 14 CFR 25.1415 are satisfied)

g) Compliance has also been demonstrated with:
ICAO Annex 16, Vol. I, Aircraft Noise, Chapter 4 at Amdt 7

14 CFR Part 36	Noise Standards (Stage 4) including Amdts 36-1 through 36-28 (as reflected in AFM RS-249)
14 CFR Part 34	Emission Standards

ICAO Annex 16, Vol. II, Emission Requirements at Amdt 7

4. Model CL-600-2E25

a) AWM Chapter 525, "Airworthiness Standards: Transport Category Aeroplanes" Change 525-12, with the following exceptions:

- AWM 525.415 (at Change 525-7 for the Rudder Control System)
- AWM 525.772(c), 525.831(g) and 525.981(c) (not applicable)
- AWM 525.783 (at Change 525-8)
- AWM 525.809 and 525.841(a) (at Change 525-7)

Plus the following requirements:

- AWM 525.111, 525.147, 525.161, 525.175, 525.677, 525.807, 525.810, 525.812, 525.813, 525.820, 525.853, 525.855, 525.945, 525.973, 525.1141, 525.1181, 525.1305, 525.1411, 525.1423, 525.1439, 525.1447 and Appendix J at Change 525-13
- AWM 525.1317 at Change 525-15 for the Command By Wire Rudder Control System (See NOTE 13)

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Certification Basis (Cont'd

4. Model CL-600-2E25 (Cont'd)

WHICH IS EQUIVALENT TO...

14 CFR Part 25 including Amdts 25-1 through 25-117 with the following exceptions:

- *14 CFR 25.415 at Amdt 25-72 for the Rudder Control System*
- *14 CFR 25.772(c), 25.831(g) and 25.981(c) (not applicable)*
- *14 CFR 25.783 at Amdt 25-88*
- *14 CFR 25.809 at Amdt 25-72*
- *14 CFR 25.841(a) at Amdt 25-38*

Plus the following requirements:

- *14 CFR 25.807, 25.810 and 25.820 at Amdt 25-114*
- *14 CFR 25.111, 25.147, 25.161, 25.175, 25.677, 25.945, 25.973, 25.1141, 25.1181, 25.1305, 25.1423 and 25.1439 at Amdt 25-115*
- *14 CFR 25.812, 25.813, 25.853, 25.855, 25.1411 and 25.1447 at Amdt 25-116*
- *14 CFR 25, Appendix J at Amdt 25-117*
- *14 CFR 25.1317 at Amdt 25-122 for the Command By Rudder Control System*
- *14 CFR 25.812(h) at Amdt 25-128*

AND

the following Additional Canadian Airworthiness Requirements:
Airworthiness Manual, Chapter 525, Change 525-12, Sections -

525.207(b)	*Stall Warning*
525.697(b)	*Lift and Drag Devices, Controls*
525.699(d)	*Lift and Drag Device Indicator*
525.951(d)	*Fuel System, Venting Requirements*
525.1301-1	*Aeroplane Operations After Ground Cold Soak*
525.1521(e)	*Take-off Operation*
525.1557(b)(4)	*Miscellaneous Markings and Placards*
525.1581(a)(3)	*AFM - Noise Standards*
525.1581(g)	*Aeroplane Flight Manual, Operating Rules*

b) Airworthiness Manual, Chapter 516, at change 516-08 for Aircraft Noise (Chapter 4) and Fuel Venting.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Certification Basis (Cont'd)

4. Model CL-600-2E25 (Cont'd)

c) Special Conditions:
SCA H2008-03, High Intensity Radiated Fields - (See NOTE 13)
SCA H2008-04, Seats with Non-Traditional, Large, Non-Metallic Panels
SCA H2008-05, Automatic Performance Reset
SCA H2008-06, Interaction of Systems and Structures (for CBW Rudder System)
SCA H2008-08, Engine and APU Seizure Consideration
SCA H2009-01, Gust and Continuous Turbulence Design Criteria

d) Findings of Equivalent Safety:

AWM 525.107(e)(1)(iv)	Take-off Speeds V_{lof} and V_{mu}
AWM 525.783(f)	Baggage and Avionics Compartment Doors
AWM 525.811(d)(1)&(2)	Emergency Exit Marking Sign and Locator
AWM 525.813(c)(2)	Type III Emergency Exit Access Sign
AWM 525.841(b)(6)/ 14 CFR 525.841(b)(6)	Cabin Pressurization - High Altitude Airfield Operations
AWM 525.933(a)	Thrust Reverser System
AWM 525.1441(c)	Oxygen - Quantity Indication - Passenger - Lavatory Oxygen Dispensing Unit
AWM 525.1443(c)	Minimum Mass Flow of Supplemental Oxygen - Passenger - Lavatory - Oxygen Dispensing Unit

e) Compliance with the following additional optional requirements has been established:

AWM 525.1419	Ice Protection
AWM 525.801	Ditching (when the safety equipment requirements of AWM 525.1411 and the ditching equipment requirements of AWM 525.1415 are satisfied)

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

Certification Basis (Cont'd)

4. Model CL-600-2E25 (Cont'd)

f) Compliance has also been demonstrated with:
ICAO Annex 16, Vol. I, Aircraft Noise, Chapter 4 at Amdt 8
14 CFR Part 36 Noise Standards (Stage 4) including Amdts 36-1 through 36-28
14 CFR Part 34 Emission Standards
ICAO Annex 16, Vol. II, Emission Requirements at Amdt 8

g) Exemptions:
Three consecutive exemptions; Exemption No. NCR-080-2010 (expired on October 29, 2012), NCR-061-2012 (expired on October 29, 2015), and NCR-080-2015 (Expires on April 29, 2017) were issued against AWM 525.981(a)(3) Fuel Tank Lightning Explosion Prevention. (See NOTE 14)

Date of Application for Type Certification

CL-600-2B19	March 29, 1988
CL-600-2C10	May 1, 1996
CL-600-2C11	February 8, 2019
CL-600-2D15	December 3, 2004
CL-600-2D24	November 1, 1999
CL-600-2E25	February 23, 2007

Required Equipment

a) The basic required equipment as prescribed in the applicable airworthiness requirements (See Certification Basis) must be installed in the aircraft.

b) Aircraft Flight Manual as listed in Approved Publications.

NOTE 1

The following models were previously recorded on TCDS A-131 Issue 59 and have been administratively moved to this TCDS pursuant to CAR 521.357:

- 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-600-2C11 (Regional Jet Series 550)
- CL-600-2D15 (Regional Jet Series 705)
- CL-600-2D24 (Regional Jet Series 900)
- CL-600-2E25 (Regional Jet Series 1000)

Existing manufactured Regional Jet Series aircraft have identification data plates which still refer to TC A-131 since the approved type design was recorded on TC A-131 at the time of manufacture. As both TC A-131 and A-276 cross-reference each other via a note on the first page of both TCDSs, these aircraft will not require Supplemental aircraft identification data plates per CAR 201.01 or CAR 201.02.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

NOTE 1 (Cont'd)

Transport Canada Airworthiness Directives (ADs) and any associated alternative Means of Compliance (AMOCs) that refer to TC A-131, and which affect any of the approved Regional Jet Series aircraft models listed above, continue to remain applicable following this administrative change.

Existing Transport Canada Supplemental Type Certificates (STCs), Repair Design Approvals (RDAs) and ADs which refer to TC A-131 and list any of the approved Regional Jet Series aircraft models are not required to be revised following this administrative change. When revising such STCs for any other reason in the future, the STCs may directly refer to both TCs.

New production Regional Jet Series aircraft identification data plates will refer to the Transport Canada TC A-276.

NOTE 2

14 CFR 25.109. The aircraft accelerate stop performance is established using the criteria specified in Issue Paper F-1, Accelerate-Stop Distance. The criteria used anticipates proposed changes to 14 CFR 25.109.

NOTE 3

Major modifications which define the aircraft as the "Green Configuration" are recorded in document RAZ-601R-110 (Definition of Type Design for Transport Canada approval), as Part 2 to that document.

NOTE 4

The green aircraft type design 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 with the Certification Basis. Aircraft delivered in the "Green Configuration" and incorporating Mod. Summary TC601R60255 (Blocking of Emergency Exits) are limited to carrying a maximum of twenty-two (22) occupants including the crew and no more than 19 passengers in accordance with FAR/JAR 25 requirements.

NOTE 5

An Equivalent Safety Finding against AWM 525.811(g) & 525.812(b)(1) is issued for all post type certification design changes which use symbolic exit signs in lieu of textual exit signs.

NOTE 6

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

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

NOTE 7 The CRJ550 is a marketing designation for the CL-600-2C11 (Regional Jet Series 550) aircraft. All Airworthiness Directives issued against any CL-600-2C10 (Regional Jet Series 700/701/702) aircraft are similarly applicable to the CL-600-2C11 (Regional Jet Series 550) aircraft.

NOTE 8 The CRJ200 is a marketing designation for the CL-600-2B19 (Regional Jet Series 100) aircraft with the General Electric CF-34-3B1 engines installed. All Airworthiness Directives issued against any 100 Series aircraft are similarly applicable to the 200 Series.

Regional Jet Series 440 is identical to the Regional Jet Series 100 except for the number of occupants allowed. Refer to "Maximum Occupants" under "Data Pertinent to All Models".

Special Edition (SE) and Challenger 850 are marketing designations used for a CL-600-2B19 delivered in a green configuration (See NOTES 3 and 4) and subsequently finished with an approved interior.

NOTE 9 An Equivalent Safety Finding against AWM 525.841(b)(6)/14 CFR 25.841(b)(6), Pressurized Cabins, is issued for post type certification modification Modsum 670T82357.

NOTE 10 For CL-600-2C10 - Series 702 aircraft fitted with an approved interior including the Equivalent Safety Finding against AWM 525.813, the maximum passenger capacity is limited to 71 passengers with a maximum of 28 passenger seats installed aft of the Type III overwing exit.

For CL-600-2C10 - Series 700 and Series 701 aircraft fitted with an approved interior including the Equivalent Safety Finding against AWM 525.813, the maximum passenger capacity remains the same (68 and 70 passengers respectively) with a maximum of 28 passenger seats installed aft of the Type III overwing exit.

NOTE 11 Compliance with the tasks and intervals specified in the Airworthiness Limitations section of the Maintenance Program listed in Approved Publications is required to ensure continuing compliance with the Certification Basis.

NOTE 12 Model CL-600-2E25 aircraft Serial Number (S/N) 19001 to 19012 have not been shown to comply with AWM 525.856(b) at time of delivery.

Serial Numbers 19001 through 19012 are not eligible for a Canadian Certificate of Airworthiness unless modified to comply with AWM 525.856(b) through Post Type Certification Modsum 698T001822 or equivalent design change.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED (Cont'd)

NOTE 13 For Model CL-600-2E25 aircraft, AWM 525.1317 at Change 525-15 is applicable to the Command By Wire Rudder Control system while HIRF Special Condition, SCA 2008-03 applies to the rest of the aircraft.

NOTE 14 Model CL-600-2E25 aircraft produced prior to the expiration of Exemption No. NCR-080-2015 on April 29, 2017 (Serial Number (S/N) 19001 to 19053) will require in-service Modsum 698T014118 or equivalent design change to show compliance against AWM 525.981 (a)(3). Aircraft produced after April 29, 2017 (Serial Number (S/N) 19054 and subsequent) will not be eligible for a Canadian Certificate of Airworthiness (C of A) unless it is shown to comply with AWM 525.981 (a)(3) through Modsum 698T014117 or equivalent design change for production aircraft.

- END -

Charles Lanning
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National Aircraft Certification
for Minister of Transport