

Japan Civil Aviation Bureau
Ministry of Land, Infrastructure, Transport and Tourism

Type Certificate Data Sheet

No.43

No.43
Rev.9
De Havilland
Aircraft of Canada
Limited
DHC-8-100 Series
DHC-8-200 Series
DHC-8-300 Series
DHC-8-400 Series
November 17, 2021

This data sheet which is part of Type Certificate No. 43-2 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 Civil Aeronautics Law and Regulations of Japan.

Type Certificate
Holder

De Havilland Aircraft of Canada Limited
123 Garratt Blvd.
Toronto, Ontario, M3K 1Y5 Canada

Type Certificate
Holder Record

Type Certificate Holder	Period
Bombardier Inc. 800 Boul. René-Lévesque Ouest Montréal, Quebec, H3B 1Y8 Canada	Until 31 May 2019
De Havilland Aircraft of Canada Limited 123 Garratt Blvd. Toronto, Ontario, M3K 1Y5 Canada	Since 1 June 2019

Models

DHC-8-102, -103, -106
DHC-8-201, -202
DHC-8-301, -311, -314, -315
DHC-8-400, -401, -402

- | | |
|--------------------------------|---------------------------|
| DHC-8-102 (Transport Category) | Approved October 25, 1999 |
| DHC-8-103 (Transport Category) | Approved October 25, 1999 |
| DHC-8-106 (Transport Category) | Approved October 25, 1999 |

Engines

2 Pratt and Whitney of Canada engines as follows:

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

Maximum Weight
(Mass)

	<u>Take-off weight</u>	
	<u>kg</u>	<u>lb</u>
DHC-8-102 & -103	15,649	34,500
DHC-8-103 (with MS 8Q420649 incorporated)	15,966	35,200
DHC-8-106	16,466	36,300

(For other weights see AFM as listed in Approved Publications.)

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2.	<u>DHC-8-201 (Transport Category)</u>	<u>Approved February 28, 2001</u>
	<u>DHC-8-202 (Transport Category)</u>	<u>Approved February 28, 2001</u>

Engines

2 Pratt and Whitney of Canada engines as follows:

DHC-8-201	PW123C
DHC-8-202	PW123D

(See Data Pertinent to Series 100, 200 and 300 Aircraft Except as Indicated.)

Maximum Weight
(Mass)

Takeoff weight 16,466Kg(36,300lb)

(For other weights see AFM as listed in Approved Publications.)

3.	<u>DHC-8-301 (Transport Category)</u>	<u>Approved February 28, 2001</u>
	<u>DHC-8-311 (Transport Category)</u>	<u>Approved February 28, 2001</u>
	<u>DHC-8-314 (Transport Category)</u>	<u>Approved February 28, 2001</u>
	<u>DHC-8-315 (Transport Category)</u>	<u>Approved February 28, 2001</u>

Engines

2 Pratt and Whitney of Canada engines as follows:

DHC-8-301 & -311	PW123
DHC-8-314	PW123B
DHC-8-315	PW123E

(See Data Pertinent to Series 100, 200 and 300 Aircraft Except as Indicated.)

Maximum Weight

For consistency
replaced Models
with DHC-8

	<u>Take-off weight</u>	
	<u>kg</u>	<u>lb</u>
All Models	18,643	41,100
DHC-8-311, -314 & -315		
With CR803SO00001 incorporated	18,997	41,880
With CR803SO00002 incorporated	19,505	43,000

(For other weights see AFM as listed in Approved Publications.)

DATA PERTINENT TO SERIES 100, 200 & 300 AIRCRAFT EXCEPT AS INDICATED

Airspeed Limits (IAS)	<u>DHC-8-102, -103, -106, -201 & -202</u>				<u>Knots</u>
	V_{MO}	Maximum Operating	0 to	14,000 ft	242
				15,000 ft	239
				20,000 ft	223
				25,000 ft	207
	V_{LO}	Landing Gear Operation			158
	V_{LE}	Landing Gear Extended			172
	<u>DHC-8-301, -311, -314, & -315</u>				
	V_{MO}	Maximum Operating	0 to	17,000 ft	243
				20,000 ft	232
				25,000 ft	214
	V_{LO}	Landing Gear Operation	DHC-8-301		158
			DHC-8-311, -314 & -315		163
	V_{LE}	Landing Gear Extended			173

(For further airspeed limits see AFM as listed in Approved Publications.)

DATA PERTINENT TO SERIES 100, 200 & 300 AIRCRAFT EXCEPT AS INDICATED (Cont'd)

Propeller and Propeller Limits Hamilton Sundstrand Model 14SF-7 (DHC-8-102, -103 & -106)
 Hamilton Sundstrand Model 14SF-23 (DHC-8-201, -202, -301, -311, -314 & -315)
 Hamilton Sundstrand Model 14SF-15 (DHC-8-301, -311 & -315 only)

Combined data Blade SFA13 ()-OA
 Diameter 3.96M (13ft.) nominal
 Pitch Settings at 0.75 Radius:
 Feather 77.5°
 Flight Fine 10.5°
 11.5° (-301, -311, -314 & -315)
 Ground Fine -5.5°
 -7.5° (-301, -311, -314 & -315)
 Full Reverse -18.5°
 Propeller (Np)-Takeoff 1,212rpm
 Max. Continuous 1,212rpm

The following Hamilton Sundstrand Propeller combinations are approved.

Basic Aircraft Models (slightly changed)			
-102, -103 & -106	-201 & -202	-301, -311 & -315	-314
14SF-7 & -7	14SF-23 & -23	14SF-15 & -15 14SF-23 & -23	14SF-23 & -23

Mod. 8/2579 allows the following additional Hamilton Sundstrand Propeller combinations.

Models -102, -103 & -106	Models -201 & -202	Models -301, -311 & -315
14SF-15 & -15	14SF-15 & -15	14SF-15 & -23
14SF-15 & -7	14SF-15 & -23	
14SF-15 & -23		
14SF-23 & -23		
14SF-23 & -7		

Engines

The following P&WC engine combinations are approved. Any combination of original engines and/or optional engines within each aircraft model is permitted. For series 200 and 300 aircraft optional engines must incorporate modification 8/2735.

Approved Engine Combinations		
Aircraft Model	Original Engine	Optional Engines
-102	PW120A	PW121
-201	PW123C	PW123 PW123B PW123D PW123E
-202	PW123D	PW123 PW123B PW123E
-301 & -311	PW123	PW123B PW123E

DATA PERTINENT TO SERIES 100, 200 & 300 AIRCRAFT EXCEPT AS INDICATED (Cont'd)

The following P&WC Service Bulletin matrix lists the service bulletins which must be incorporated to change an optional engine to the rating of an original engine. The cancelling derate service bulletin is also shown.

P&WC Service Bulletin Matrix			
Optional Engine	Original Engine Rating	P&WC S.B. Derate	P&WC S.B. Cancel Derate
PW123	PW123C PW123D	21501	21502
PW123B	PW123 PW123C PW123D	21499	21500
PW123D	PW123C	21503	21504
PW123E	PW123 PW123C PW123D	21497	21498

Reference Datum

Plate located on centerline at "Station 423.0 in" (1,074.4cm) on underside of fuselage.

Maximum Occupants

To be consist with the -400 models, added individual models instead

DHC-8-102, -103, -106, -201 & -202

Not to exceed 44, including 2 pilots, 1 attendant and 1 check pilot (40 passengers when fitted with an approved interior).

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

Not to exceed 61, including 2 pilots, 2 attendants and 1 check pilot (56 passengers when fitted with an approved interior).

Certification Basis

1. Airworthiness Requirements:

DHC-8-102, -103 & -106

- Civil Aeronautics Regulations Annex 1
- Part III of the TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Inspection Manual (AIM)) dated April 7, 1983 (equivalent to Part 25 of the Federal Aviation Regulations Amendments 25-1 through 25-54) except for sections equivalent to Part 25 of the Federal Aviation Regulations as amended by Amendments 25-52 through 25-54; plus:
FAR 25.832 Amendment 25-56, Cabin Ozone Concentration

DHC-8-201 & -202

- Civil Aeronautics Regulations Annex 1
- Part III of the TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Inspection Manual (AIM)) dated February 26, 1991 (equivalent to Part 25 of the Federal Aviation Regulations Amendments 25-1 through 25-71) except for sections equivalent to Part 25 of the Federal Aviation Regulations as amended by Amendments 25-67 through 25-71; 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 (See NOTE 4)

- 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

DATA PERTINENT TO SERIES 100, 200 & 300 AIRCRAFT EXCEPT AS INDICATED (Cont'd)

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

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

- Civil Aeronautics Regulations Annex 1
- Part III of the TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Inspection Manual (AIM)) dated April 7, 1983 (equivalent to Part 25 of the Federal Aviation Regulations Amendments 25-1 through 25-54) except for sections equivalent to Part 25 of the Federal Aviation Regulations as amended by Amendments 25-52 through 25-54; 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 cushion)
 - FAR 25.853 Amendment 25-66, Compartment Interiors (Materials)
(Models -311, -314 and -315)

2. Additional Airworthiness Requirements

1. Flight Manual Policy ref. DOT letter 5010-10-366 (ABP/L) dated June 1, 1984
2. 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.
3. Low Temperature Operations ref. AAR Review Document September 10, 1984.
4. Spoiler Policy ref. DOT letter 5010-10-366 (ABE/L) dated September 20, 1984
5. Noise:
Civil Aeronautics Regulations Annex 2 Chapter 2 (equivalent to ICAO Annex 16 Volume 1 Chapter 3) for Noise Requirements
6. Emission Requirements
Civil Aeronautics Regulations Annex 3 (equivalent to ICAO Annex 16 Volume 2) for Fuel Venting Requirement

3. Special Conditions

1. 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).
2. Steep Approach and Short Landing -(Ref. TC letter 5010-10-366 (ABP/L) dated June 7, 1985).
3. Special Condition SCA No.2009-03 dated 2009-03-12 Seats with Non-Traditional, Large, Non-Metallic Panels.
4. Special Condition SCA No.94-12, Operation on Narrow Runways, dated December 28, 1994.

4. Items of Equivalent Safety

1. Pilot compartment view FAR 25.773 (b)(2).
2. Ditching emergency exits for passengers FAR 25.807(d)(2) (Applies to MODELS-311, 314 and 315 with Change Request CR803SO00001 or CR803SO00002 incorporated).

5. Exemptions

1. FAR 25.571 (e)(2) Propeller Debris (ref. FAA Exemption No. NM-102; TC letter 5010-10-366 (ABP/A) dated February 10, 1984).
2. FAR 25.807 (c)(1) 40 Passenger Configuration-Series 100 and 200; (ref. TC letter 5010-10-366 dated March 14, 1986).
3. For Series 300, Exemption No.89-2 dated February 3, 1989, FAR 25.785(h), Flight Attendants Seats

DATA PERTINENT TO SERIES 100, 200 & 300 AIRCRAFT EXCEPT AS INDICATED (Cont'd)6. JCAB Additional Technical Condition

Special requirement regarding "Sudden Release of Pressure" (Ref. JCAB letter KU-KI-1232 dated October 22, 1999 and KU-KI-9 dated January 10, 2001).

7. JCAB Additional Special Requirement

1. Requirements for markings (Ref. JCAB letter KU-KI-1232 dated October 22, 1999 and KU-KI-9 dated January 10, 2001).
2. Requirements for Airplane Flight Manual, which are prescribed in Civil Aeronautics Regulations of Japan, Article 5-4 (Ref. JCAB letter KU-KI-1232 dated October 22, 1999 and KU-KI-9 dated January 10, 2001).

8. Compliance with the following additional optional requirements has been established:
Ice Protection - FAR 25.1419

9. 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.

Continued Airworthiness
and Safety Improvements
for Transport Category
Airplanes

TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Inspection Manual (AIM)) Part III-2 Chapter 2 "Enhanced Airworthiness Program for Airplane Systems" and Part III-3 "Fuel Tank System Airplanes Fault Tolerance Evaluation Requirements" dated March 4, 2015 (equivalent to Part 26 of the Federal Aviation Regulations Subpart B §26.11 Amendments 26-0, and SFAR-88 dated December 9, 2002) are included in the certification basis.

4. DHC-8-400 (Transport Category)	Approved September 27, 2002
DHC-8-401 (Transport Category)	Approved September 27, 2002
DHC-8-402 (Transport Category)	Approved September 27, 2002

Engines 2 Pratt and Whitney of Canada PW150A engines.

Maximum Weight
(Mass)

Takeoff Weight
kg lb

Chnaged set-up	With Modsum 4-201539 incorporated	27,987	61,700
	With Modsum 4-308807 incorporated	28,998	63,930
	With Modsum 4-308907 incorporated	29,257	64,500
	With Modsum 4-309238 incorporated	29,574	65,200

(For other weights see AFM as listed in Approved Publications)

Propeller and
Propeller Limits

Dowty Aerospace Model R408/6-123-F/17

Blade Diameter	4.11M (13.5ft.) nominal
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)-Takeoff	1,020rpm
Max. Continuous	1,020rpm

<u>Airspeed Limits</u> <u>(IAS)</u>					<u>Knots</u>
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 _{LO}	(Landing Gear Operation)				200
V _{LE}	(Landing Gear Extended)				215

(For further airspeed limits see AFM as listed in Approved Publications.)

Maximum
Occupants

Model DHC-8-400

Not to exceed 74, including 2 pilots, maximum attendants 3, minimum attendants 2, and 1 check pilot
(68 passengers when fitted with an approved interior).

Model DHC-8-401

Not to exceed 76, including 2 pilots, maximum attendants 3, minimum attendants 2, and 1 check pilot
(70 passengers when fitted with an approved interior).

Model DHC-8-402

Not to exceed 92, including 2 pilots, maximum attendants 3, minimum attendants 2, and 1 check pilot
(86 passengers when fitted with an approved interior).

Reference
Datum

Plate located on centerline at Station 428.0 in.(1,087.1cm) on underside of fuselage.

Certification
Basis

1. Airworthiness Requirements:

- Civil Aeronautics Regulations Annex 1
- Part III of the TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Inspection Manual (AIM)) dated February 26, 1991 (equivalent to Part 25 of the Federal Aviation Regulations Amendments 25-1 through 25-71) plus Part 25 of the Federal Aviation Regulations Amendments 25-72 through 25-83 and the following Transport Canada Additional Airworthiness Requirements as published in Airworthiness Manual Chapter 525:

525.105(c)(1)	Take-off performance, unpaved runways
525.125(b)	Landing performance, unpaved runways
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 devices, indicators
525.1301-1	Aeroplane operations after ground cold soak
525.1521(e)	Powerplant limitations
525.1557(b)(4)	Miscellaneous markings and placards
525.1581(e),(f),(g)	Aeroplane flight manual

2. Noise:

Civil Aeronautics Regulations Annex 2, Chapter 8 (equivalent to ICAO Annex 16, Vol.I, Chapter 14)(see NOTE 8)

3. Emission Requirements:

Civil Aeronautics Regulations Annex 3, Chapter 1 (equivalent to ICAO Annex 16, Vol.II)

4. Special Conditions:

Following Transport Canada Special Conditions are applicable.

1. SCA 95-7 - High Intensity Radiated Fields (HIRF)
2. SCA H2001-01 - Approval of Steep Approach Landing Capability for the Bombardier Aerospace DHC-8-400 Series Aeroplanes
3. Special Condition SCA No.2009-03 dated 2009-03-12 Seats with Non-Traditional, Large, Non-Metallic Panels.

5. Items of Equivalent Safety:

Following Transport Canada Items of Equivalent Safety are applicable.

1. Reduced Minimum Operating Speed Factors (Various AWM 525 Requirements)
2. Hydraulic System Testing AWM 525.1435(b)(1)
3. Damage Tolerance Evaluation of Bird Impact AWM 525.571(e)(1)
4. Width of Aisle AWM 525.815 (see NOTE 9)

6. Later Amendments to the Standards:

The DHC-8 Series 400 was certificated as a derivative of the Series 100 aircraft. The applicable basis of certification includes later FAR Part 25 Amendments 25-84, 25-85, 25-86 and 25-92 which came into effect after the date of application for type certification.

7. JCAB Additional Special Requirements:

1. Requirements for markings (Ref. JCAB letter KOKU-KU-KI-449 dated September 4, 2002)
2. Requirements for Airplane Flight Manual, which are prescribed in Civil Aeronautics Regulations of Japan, Article 5-4 (Ref. JCAB letter KOKU-KU-KI-449 dated September 4, 2002)

8. Optional Requirements:

Compliance with the following additional optional requirements has been established:
Ice Protection - AWM 525.1419

Compliance with AWM 525.801 has been established when the safety equipment requirements of AWM 525.1411 and the ditching equipments of AWM 525.1415 are satisfied.

9. Exemptions:

Exemptions No. 2002-04 and NCR/RCN #129-2009 form AWM 525.562 and 523.785(b) for stretcher installations (see NOTE 7).

Continued Airworthiness and Safety Improvements for Transport Category Airplanes

TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Inspection Manual (AIM)) Part III-2 Chapter 2 “Enhanced Airworthiness Program for Airplane Systems” and Part III-3 “Fuel Tank System Airplanes Fault Tolerance Evaluation Requirements” dated March 4, 2015 (equivalent to Part 26 of the Federal Aviation Regulations Subpart B §26.11 Amendments 26-0, and SFAR-88 dated December 9, 2002) are included in the certification basis.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED

<u>Fuel</u>	See AFM as listed in Approved Publications.		
<u>Fuel Capacity</u>	See AFM as listed in Approved Publications. (See NOTE 13)		
<u>Oil</u>	See AFM as listed in Approved Publications.		
<u>Oil Capacity</u>	See AFM as listed in Approved Publications.		
<u>Engine Limits</u>	See AFM as listed in Approved Publications.		
<u>Maximum Baggage</u>	See AFM as listed in Approved Publications.		
<u>Levelling Means</u>	Plumb bob and target in RH emergency exit opening		
<u>Minimum Crew</u>	2 (Pilot and copilot)		
<u>Flight Load Factors</u>	Flaps Up	+2.5g	-1.0g
	Flaps Extended	+2.0g	0.0g
<u>Maximum Operating Altitude</u>	25,000ft (Pressure Altitude)		
<u>Outside Air Temperature Limits</u>	See AFM as listed in Approved Publications.		
<u>Control Surface Movements</u>	See Maintenance Manual	Series 100 Series 200 Series 300 Series 400	PSM 1-8-2 PSM 1-82-2 PSM 1-83-2 PSM 1-84-2
<u>Serial Numbers Eligible</u>	Series 100	Serial number 2 and subsequent.	
	Series 200	Serial number 391 and subsequent.	
	Series 300	Serial number 100 and subsequent.	
	Series 400	Serial number 4001 and subsequent.	
<u>Required Equipment</u>	1. The basic equipment as prescribed in the applicable airworthiness requirements (See Certification Basis) must be installed in the aircraft.		
	2. Aircraft Flight Manual as listed in Approved Publications.		
<u>Approved Publication</u>	1. Aircraft Flight Manual (See NOTE 1) Series 100: PSM 1-81-1A (Models -102, -103, -106) (See NOTE 11) Series 200: PSM 1-82-1A (Models -201, -202) (See NOTE 12) Series 300: PSM 1-83-1A (Models -301, -311, -314, -315) Series 400: PSM 1-84-1A (Models -400, -401, -402)		
	2. Maintenance Program - Airworthiness Limitation Items (See NOTE 2) Series 100: PSM 1-8-7, Part 2 Series 200: PSM 1-82-7, Part 2 Series 300: PSM 1-83-7, Part 2 Series 400: PSM 1-84-7, Maintenance Requirement Manual, Part 2		
	3. Definition of Certified Airplanes: AEROC 8.1.AC.1 (See NOTE 3)		

Instruction for
Continued
Airworthiness

	Series 100	Series 200	Series 300	Series 400
Aircraft Maintenance Manual	PSM 1-8-2	PSM 1-82-2	PSM 1-83-2	PSM 1-84-2 Part 1 & Part 2
Maintenance Requirements Manual Part 1 (MRB Report)	PSM 1-8-7	PSM 1-82-7	PSM 1-83-7	PSM 1-84-7
Task Cards Manual	PSM 1-8-7TC	PSM 1-82-7TC	PSM 1-83-7TC	PSM 1-84-7TC

Life Limited Parts

Components which are life limited are listed in the Airworthiness Limitations Section of the Maintenance Program listed in Approved Publications (See NOTE 2).

Placards

All Placards listed in de Havilland document 81151001 for the DHC-8-100, 200 and 300 series or in documents 81150004 and 81150005 for the DHC-8-400 series, must be installed in their appropriate location.

NOTE 1

The aircraft must be operated in accordance with the appropriate Flight Manual listed in Approved Publications.

NOTE 2

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 3

Modifications required to convert a model DHC-8-102 to a -103, a -102/-103 to a -106, a -311 to a -314, and a -311 to a -315 are identified in the Definition of Certified Airplanes AEROC 8.1.AC.1 listed in Approved Publications.

NOTE 4

The DHC-8-200 Series was certificated as derivative of Series 100 aircraft. The applicable Certification Basis 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 Certification Basis, Series 200.

NOTE 5

Model DHC-8-102, -103, -106, -301, -311 and -314 are in compliance with the requirement of the ICAO Annex 16, Second Editions Volume II, Amendment 2, applicable on November 11, 1993.

NOTE 6

(No-Use)

NOTE 7

Exemption 2002-04 applies to the installation of a stretcher to be used for non-ambulatory persons only and is limited to a stretcher manufactured by Lifeport Inc. and consisting of portable stretcher assembly Aerostretcher model No. 100-4063-6 and mounting adapter Meddeck model no. 100-4618.

Exemption NCR/RCN #129-2009 applies to the installation of a portable medical stretcher, as approved by Transport Canada, to be used for a non-ambulatory person or a person who cannot be seated in an aircraft passenger seat due to medical reasons.

NOTE 8

The DHC-8 Series 400 was originally certified to show compliance with noise requirements of Airworthiness Manual (AWM) Chapter 516, Aircraft Emissions, 2nd Edition, Change 516-04 (equivalent to ICAO Annex 16, Volume I, Third Edition, Amendment 5, Chapter 3)

The DHC-8 Series 400 is shown to be in compliance with the noise requirements of AWM 516, Change 516-07 -Chapter 4; FAA CFR 14 part 36, Amendment 36-28 -Stage

4; ICAO Annex 16, Volume 1 -Chapter 4.

The DHC-8 Series 400 is shown to be in compliance with the requirements of AWM 516, Change 516-13 -Chapter 14; FAA CFR 14 part 36, Amendment 36-31 -Stage 5; ICAO Annex 16, Volume 1 -Chapter 14.

NOTE 9

Equivalent Safety Finding is applicable to DHC-8-400 Series incorporating a post certification design change that introduces a three abreast business class section (dual class configuration), whereby the left side overhead bin intrudes into the passenger aisle of the aircraft.

NOTE 10

(No-Use)

NOTE 11

DHC-8-100 Series (Models 102/103/106) incorporating optional Mod. 8/1860 (or equivalent design change) — Deletion of Ground Spoiler System, require the Flight Manual with the “NS” reference, following the Model designation.

NOTE 12

DHC-8-200 Series (Model 202) incorporating optional Mod. 803CH00142 (or equivalent design change) — Increase the Maximum Operating Temperature, require the Flight Manual with the “HT” reference, following the Model designation.

DHC-8-200 Series (Models 201, 202) incorporating optional Mod. 827S000022 (or equivalent design change) — Introduction of Flight Spoilers in Ground Mode, require the Flight Manual with the “S” reference, following the Model designation.

NOTE 13

Optional Auxiliary Fuel System may be installed on the DHC-8 by one of the following Modifications:

Series 100/200	- SOO 8061 or 828S008061 or 828CH00044
Series 300	- 828S000006 or 828CH00027

NOTE J1

This Type Certificate Data Sheet (TCDS) is based on TCCA TCDS No.A-142 Issue44 dated February 11, 2021.

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