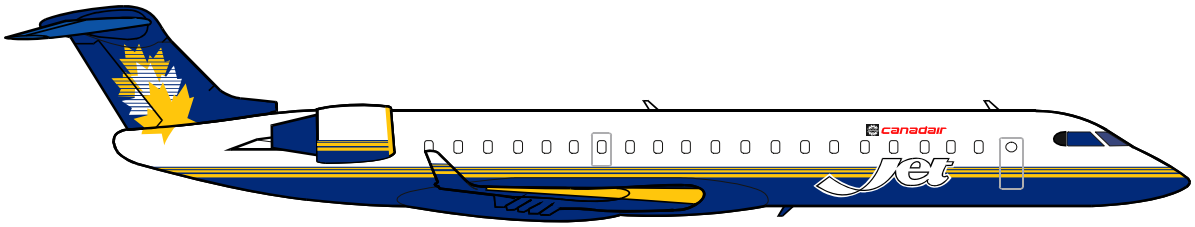
FAA FLIGHT STANDARDIZATION BOARD (FSB) REPORT

BOMBARDIER CL-600-2B19 (CRJ100/200/440)
BOMBARDIER CL-600-2C10 (CRJ700/701/702)
BOMBARDIER CL-600-2D15 (CRJ705)
BOMBARDIER CL-600-2D24 (CRJ900)

Revision 5 : March 3, 2009



APPROVED:_____Date: 03/03/2009
Gene Hartman
Chairman, Bombardier Regional Jet Flight Standardization Board

Federal Aviation Administration
Aircraft Evaluation Group (LGB AEG)
3960 Paramount Boulevard, Suite 100
Lakewood, CA 90712-4137

Telephone: (562) 627-5317
FAX (562) 627-5281

CONTENTS

REVISION RECORD

Revision No.	Section	Page #s	Date
Original	All	All	11/30/92
1	All	All	02/16/01
2	1-13	1-20	12/10/02
2	App. 1	21-22	12/10/02
2	App. 2	23-62	12/10/02
2	App. 5	97-168	12/10/02
2	App. 6	169-174	12/10/02
3	All	All	10/07/05
4	App.7	205-210	10/25/06
5	App. 7	221-225	DRAFT

Highlights of Revision 4

This report is a minor revision to the FSB report. This revision adds Models CL-600-2D15 and CL-600-2D24 to Appendix 7. Pagination errors and table of contents were corrected.

Highlights of Revision 5

Revision 5 revises Appendix 7 to bring the nomenclature and training standards up to current language and techniques standards.

PURPOSE AND APPLICABILITY

1.1. The purpose of this report is to specify FAA master training, checking, and currency requirements applicable to crews operating Bombardier Model CL-600-2B19 (CRJ100/200), Model CL-600-2C10 (CRJ700), Model CL-600-2D24 (CRJ900) and Model CL-600-2D15 (CRJ705) airplanes. The CL-600-2C10 is a variant of the CL-600-2B19 and has not been significantly altered except for a fuselage plug, leading edge slats, and FADEC engines. The CL-600-2D24 is a variant of the CL-600-2B19 and has not been significantly altered except for two fuselage plugs, leading edge slats, FADEC engines and two additional overwing exits. In 2005, Bombardier added wing and airframe performance improvements to the Model CL-600-2D24, and ceased production of earlier CRJ-900 versions. The CL-600-2D15 is type certified as a 75-seat version of the improved CRJ-900 airplane. It is identical to the CL-600-2D24 in all other aspects. This report will aid 14 CFR part 121 or 125 Operators, FAA Principal Operations Inspectors (POIs), and 14 CFR part 142 training centers and their FAA Training Center Program Managers (TCPMs) in the development and approval of 14 CFR part 121 and 142 training programs. Provisions of this report are effective until amended, superseded, or withdrawn by subsequent FSB determinations

1.2. This report also addresses certain issues regarding the operation of the BombardierCL-600-2B19 (CRJ100/200), CL-600-2C10 (CRJ700), CL-600-2D24 (CRJ900) and CL-600-2D15 (CRJ705) other than under 14 CFR part 121 (i.e. Pilot Type Rating). Provisions of the report include:

1.2.1. Definition of the pilot “type rating”,

1.2.2. Description of “Master Common Requirements” (MCRs),

1.2.3. Description of “Master Differences Requirements” (MDRs) for crews requiring differences qualification for mixed-fleet-flying or transition,

1.2.4. Examples of acceptable “Operator Difference Requirements” (ODRs) Tables,

1.2.5. Description of an acceptable training program and device characteristics when necessary to establish compliance with pertinent Master Differences Requirements (MDRs).

1.2.6. Setting checking and currency standards, including specification of those checks that must be administered by FAA or operators, and

1.2.7. A listing of regulatory compliance status (compliance checklist) for 14 CFR parts 91, 121, and 125, Advisory Circulars, and other operationally related criteria that was reviewed and evaluated by the Aircraft Evaluation

Group (AEG) or Flight Standardization Board (FSB). 14 CFR Part 135 was not evaluated by the FSB, as it was determined to not be applicable.

1.3. This report also provides:

1.3.1. Minimum pilot training requirements that must be applied by FAA field offices, (e.g. MDRs, Type Rating designations, etc.),

1.3.2. Information which is advisory in nature, but may be mandatory for particular operators if the designated configurations apply and if approved for that operator (e.g. MDR footnotes, acceptable ODR Tables), and

1.3.3. Information, which is used to facilitate FAA review of an airplane type, proposed for use by an operator.

Various sections within this report are qualified as to whether compliance (considering the provisions of AC 120-53) is required or is advisory in nature.

1.4. Relevant acronyms are defined as follows:

AC	Advisory Circular
ACO	Aircraft Certification Office
ADG	Air Driven Generator
AEG	Aircraft Evaluation Group
AFCS	Automatic Flight Control System
AFM	Airplane Flight Manual
AHRS	Attitude Heading and Reference System
AOM	Aircraft Operating Manual
AP	Autopilot
APR	Automatic Performance Reserve
ARP	Air Data Reference Panel
ATP	Airline Transport Pilot
BA	Bombardier Aerospace
BTMS	Brake Temperature Monitoring System
CBT	Computer Based Training
CDU	Control Display Unit
CFR	Code of Federal Regulations
CMO	Certificate Management Office
CPT	Cockpit Procedures Trainer
DCP	Display Control Panel
DRP	Display Reversionary Panel
EFIS	Electronic Flight Instrument System
EGPWS	Enhanced Ground Proximity Warning System
EICAS	Engine Indicating and Crew Alerting System
FAA	Federal Aviation Administration
FADEC	Full Authority Digital Electronic Control

FCP	Flight Control Panel
FMA	Flight Mode Annunciator
FMS	Flight Management System
FSB	Flight Standardization Board
FTD	Flight Training Device
GPWS	Ground Proximity Warning System
HCP	Head-up Guidance Control Panel
HGS	Head-up Guidance System
IRS	Inertial Reference System
JAA	Joint Aviation Authorities
MCR	Master Common Requirement
MDR	Master Difference Requirement
MFD	Multi-Function Display
NSP	National Simulator Program
ODR	Operator Difference Requirement
PCU	Power Control Unit
PFD	Primary Flight Display
POI	Principal Operations Inspector
PRM	Pilot Reference Manual
PTS	Practical Test Standards
PTT	Part Task Trainer
QRH	Quick Reference Handbook
RTU	Radio Tuning Unit
SSP	Source Selector Panel
TCCA	Transport Canada Civil Aviation
TCAS	Traffic Alert and Collision Avoidance System
TCPM	Training Center Program Manager
WOW	Weight on Wheels

2. PILOT “TYPE RATING” REQUIREMENTS

2.1. In accordance with the provisions of 14 CFR parts 1, 61, and 121, the same pilot type rating is assigned to the CL-600-2B19, CL-600-2C10, CL-600-2D24 and CL-600-2D15, and is designated "CL-65".

2.2. The CL-600-2B19, CL-600-2C10, CL-600-2D24 and CL-600-2D15 are not considered variants or derivatives of the Bombardier Challenger airplanes [CL-600-1A11 (CL-600), CL-600-2A12 (CL-601/601-3A/-3R), and CL-600-2B16 (CL-604)], for pilot type rating purposes.

3. "MASTER COMMON REQUIREMENTS" (MCRs).

3.1. Master Common Requirements for all CL-600-2B19, CL-600-2C10, CL-600-2D24 and CL-600-2D15 airplanes

3.1.1. Aircraft approach categories – 14 CFR part 97.3.

Aircraft	Landing Flap	Category
CL-600-2B19	45 degrees	D
CL-600-2C10	45 degrees	C
CL-600-2D24	45 degrees	C/D
CL-600-2D15	45 degrees	C/D

3.1.2. The CL-600-2D24 and CL-600-2D15 aircraft are offered in three versions: standard (Std), extended range (ER) and long range (LR). The V_{REF} at the maximum landing weight associated with the Std and ER versions satisfies Category C requirements. The LR version has an increased maximum landing weight such that its associated V_{REF} brings the airplane to approach Category D. A supplementary AFM short field landing procedure that utilizes a reduced Vref will be available to the operators as an option. When utilized, the approach speed associated with maximum landing weight satisfies the Category C requirement for the LR aircraft.

3.1.3. Normal "Final Landing Flap Setting"- 14 CFR part 91.126 (c). The normal "final landing flap setting" is 45 degrees.

3.1.4. Maximum Flap Speed $V_{fe.}$ – The CL-600-2B19 does not have leading edge slats. The CL-600-2C10, CL-600-2D24 and CL-600-2D15 have flaps and slats. Maximum extension speeds are listed in the table below:

Flap Setting (degrees)	CL-600-2B19	CL-600-2C10	CL-600-2D24	CL-600-2D15
1	N/A	230 KIAS	230 KIAS	230 KIAS
8	230 KIAS	230 KIAS	230 KIAS	230 KIAS
20	230 KIAS	230 KIAS	220 KIAS	220 KIAS
30	185 KIAS	185 KIAS	185 KIAS	185 KIAS
45	170 KIAS	170 KIAS	170 KIAS	170 KIAS

3.1.5. Minimum Height for use of the Autopilot – 14 CFR part 121.579. The minimum height for the use of the autopilot following takeoff is 600 feet AGL.

3.1.6. Procedure Knowledge:

3.1.6.1. Takeoff Profiles: The takeoff profiles are similar for all four models. The only takeoff profile procedural difference between the four models is that the CL-600-2C10, CL-600-2D24 and CL-600-2D15 have one additional callout, “flaps 1” for flap retraction.

4. MASTER DIFFERENCE REQUIREMENTS” (MDRs)

4.1. Master Difference Requirements (MDRs) for the CL-600-2B19, CL-600-2C10, CL-600-2D24 and CL-600-2D15 are shown in Appendix 1. Appendix 1 provisions apply when differences between variants exist which affect crew knowledge, skills, or abilities related to flight safety (e.g., Level A or greater differences).

5. ACCEPTABLE “OPERATOR DIFFERENCE REQUIREMENTS” (ODRs) TABLES

5.1. ODR tables are used to show an operator's compliance method. Acceptable Operator Difference Requirements tables for operators conducting mixed fleet operations, using the particular combination of CL-600-2B19, CL-600-2C10, CL-600-2D24 and CL-600-2D15 variants evaluated, are shown in Appendix 2. The ODR tables represent an acceptable means to comply with MDR provisions, for the airplanes evaluated, based on those differences and compliance methods shown. The tables do not necessarily represent the only acceptable means of compliance for operators with airplanes having other differences, where compliance methods (e.g., devices, simulators, etc.) are different, or for combinations of airplanes not evaluated. For operators flying variants, which are the same as the airplanes used for the ODR table development, and using the same compliance methods, the ODR tables in Appendix 2 have been found acceptable, and therefore, may be approved by a POI for a particular operator.

5.2. Operator Preparation of ODR Tables. Operators flying “mixed fleet” variants with differences not shown on, or addressed by, the acceptable ODR tables attached in Appendix 2, or operators seeking different means of compliance, must prepare and seek FAA approval from their POI of specific ODR tables pertinent to their fleet. The POI should coordinate this with the FSB Chairman.

5.3. ODR Table Coordination. New ODR tables proposed by operators should be coordinated with the FSB prior to FAA approval and implementation. Through this coordination, the FSB can ensure consistent treatment of variants between various operators’ ODR tables and compatibility of the MDR table with MDR provisions.

5.4. ODR Table Distribution. Originally approved ODR tables are retained by the operator. Copies of approved CL-600-2B19, CL-600-2C10, CL-600-2D24 and CL-600-2D15 ODR tables are retained by the Certificate Management Office (CMO). Copies of all approved ODR tables should be forwarded to the FSB Chairman, Long Beach Aircraft Evaluation Group (AEG).

6. FSB SPECIFICATIONS FOR TRAINING

6.1. General

6.1.1.
The provisions of this section of the report apply to programs for airmen having previous experience in 14 CFR Part 121 or 14 CFR Part 135 air carrier operations and multi-engine transport turbojet or turboprop aircraft. Additional requirements, as determined by the operator's POI, the FSB, and AFS-200, may be necessary for airmen not having such experience.

6.1.2. CL-600-2B19, CL-600-2C10, CL-600-2D24, and CL-600-2D15 Full Course (Initial) Programs.

Principal Inspectors of operators initially introducing a CL-600-2B19, CL-600-2C10, CL-600-2D24 or CL-600-2D15 aircraft may approve programs consistent with programs previously approved. However, when such programs are approved, operators should be aware that if variants are to be added or differences are to be introduced, ODR table development and FAA approval is necessary prior to operation of those airplanes with differences. For information regarding previously approved programs, FAA Principal Inspectors of other existing CL-600-2B19, CL-600-2C10, CL-600-2D24, CL-600-2D15 operators may be consulted. In the event of uncertainty regarding evaluation of a proposed program, the FSB chairman should be consulted.

6.2. Initial, Transition and Upgrade Training

6.2.1. Pilots: Initial, Transition and Upgrade Ground Training –14 CFR part 121.419.

Initial, transition, or upgrade ground training for the CL-600-2B19, CL-600-2C10, CL-600-2D24 and CL-600-2D15 is accomplished as specified by 14 CFR part 121.419 and/or SFAR 58 (AQP). No unique provisions or requirements are specified. However, when both variants are flown, appropriate instruction in systems differences will be required for both airplanes, consistent with MDR provisions. Training program hours may be reduced as specified in FAR 121.405, but not in a manner that invalidates compliance with provisions of MDRs.

6.2.2. Pilots: Initial, Transition and Upgrade Flight Training –14 CFR part 121.424.

Initial, transition, or upgrade flight training for the CL-600-2B19, CL-600-2C10, CL-600-2D24 and CL-600-2D15 is accomplished as specified by 14 CFR part 121.424 and/or SFAR 58 (AQP). No unique provisions or

requirements are specified. However, when both are variants flown, appropriate flight training is to suitably address both airplanes, consistent with MDR provisions. Training program hours may be reduced as specified in FAR 121.405, but not in a manner which invalidates compliance with provisions of MDRs.

6.2.3. Areas of Emphasis - The FSB has identified several airplane systems and/or procedures that should receive special emphasis in an approved CL-600-2B19, CL-600-2C10, CL-600-2D24 and CL-600-2D15 training program.

6.2.3.1. During systems integration training:

a) Flight Control Panel (FCP)
b) Flight Mode Annunciator (FMA)
c) Flight Management System (FMS)
d) Engine (or thrust) Mode Annunciator
e) Full Authority Engine Digital Control (FADEC) (if applicable)

During flight training (Full Flight Simulator or Airplane):

a) Aileron PCU Runaway
b) Dual Hydraulic System Malfunctions (System 1 or 2 AND 3)
c) Air Driven Generator (ADG) Deployment
d) Dutch Roll (with yaw-dampers operative and inoperative)
    1) High Altitude / Slow Speed
    2) 10,000 feet / Landing Configuration
    e) ILS Approach on Standby Instruments
    f) Landing with Ground Lift Dumpers (GLD) not deployed.
g) Balked landing/low energy go-around
h) Effects of wing leading edge contamination
i) Inadvertent Thrust Reverser Deployment
j) Windshear
k) Airplane emergency equipment use, especially PBE
l) Hazardous weather and winter operations
m) PFD, MFD, EICAS reversionary modes
n) GPS (If applicable)
o) HGS (If applicable)
p) EGPWS
q) TCAS

6.2.4. Training for Seat Dependent Tasks - Accomplishment of certain tasks, procedures, or maneuvers require training of a crewmember for a particular crew position (i.e. captain, first officer, check airman, etc.). Training programs should recognize and address the necessary seat/position related tasks for the applicable crewmember. Accordingly, training programs should address seat dependent tasks or maneuvers to the extent necessary to satisfy crew qualification objectives.

6.2.5 Special Event Training - Special event training is recommended for the CL-600-2B19, CL-600-2C10, CL-600-2D24 and CL-600-2D15. Such training should be conducted to improve basic crewmember understanding and confidence regarding airplane handling qualities, options and procedures as these relate to design characteristics and limitations. Examples of this training could include the following:

a) Recovery from unusual attitudes
b) Handling qualities and procedures during recovery from an upset condition (e.g., wake vortex encounter).
c) Operation of aircraft in icing environments including super cooled liquid droplet (SLD) events.

6.2.6 Controlled Flight Into Terrain (CFIT) - Due to continued industry efforts to reduce exposure to CFIT accidents, special emphasis on this topic is appropriate. Emphasis on altitude awareness, EGPWS warnings, situational awareness and crew coordination is appropriate.

6.2.7 Head-up Guidance System (HGS) - See Appendix 7.

6.3. Differences training -14 CFR part FAR 121.418 - Differences training is necessary for qualification in each variant, as shown in the MDR, unless an initial or transition program is completed for each variant. A training program addressing pertinent differences described by individual operator ODRs, including normal, non-normal, and alternate operations, is required for each variant flown. Samples of acceptable differences programs are shown in Appendix 2.

6.4. Recurrent Training -14 CFR part 121.427 - Recurrent training must include appropriate training in accordance with FAR 121.427 and/or SFAR 58 (AQP) for each variant. Recurrent training must be in accordance with the initial differences training specified by MDR and ODR tables unless otherwise approved by the POI.

6.4.1. Recurrent Ground Training Time Reductions - If recurrent ground training is reduced below programmed hours required in FAR 121.427(c), in accordance with FAR 121.405, such reductions must be consistent with MDR and ODR table provisions.

6.4.2. Recurrent Flight Training - Recurrent flight training requires appropriate maneuvers and procedures identified in FAR 121 Appendix E or as otherwise described in this report or approved for an AQP in accordance with SFAR 58. Maneuvers and procedures addressed must account for each variant operated. ODR table provisions identify differences in maneuvers or procedures between variants, which must be addressed in the operators recurrent program. As permitted by FAR 121.427(d)(1)(ii), satisfactory completion of a proficiency check, in accordance with FAR 121 Appendix F, may be substituted for training.

6.5. Other Training

6.5.1. Flight Attendant Initial and Transition Ground Training should be accomplished in accordance with 14 CFR part 121.421. Initial and Transition Ground Training must include a competence check to determine flight attendant ability to perform assigned duties and procedures on the CL-600-2B19, CL-600-2C10,

6.5.2. CL-600-2D24 and CL-600-2D15 airplanes. The competence check must address any difference in doors, slides, communications, and each piece of emergency equipment and each emergency procedure unique to each variant.

NOTE: For Model CL-600-2B19, aircraft prior to serial number 7457 have main passenger entry doors that open somewhat slower than main passenger entry doors on aircraft serial number 7457 and subsequent. The aircraft serial number 7457 and subsequent door design is known as a “Phase IV” door, which will touch the ground approximately 10 seconds after being opened. All Models CL-600-2C10, CL-600-2D24 and CL600-2D15 aircraft have “Phase IV” passenger doors.

6.5.3. Aircraft Dispatcher Initial and Transition Ground Training should be accomplished for each variant in accordance with 14 CFR part 121.422. Where variants have different performance, procedures, or limitations (i.e. flex thrust, CAT III, etc.) dispatchers must be trained to suitably address those differences.

6.5.4. Initial Operating Experience (IOE) should be accomplished in accordance with 14 CFR part 121.434.

6.5.5. Line Oriented Flight Training - 14 CFR part 121.409(b)(3)- When operators have LOFT programs, and variants are approved, POIs must review LOFT programs to ensure applicability for each variant.

7. FSB SPECIFICATIONS FOR CHECKING

7.1. General

7.1.1. Checking Items -Knowledge, procedures, and maneuvers specified by 14 CFR part 61, part 121 - Appendix F, FAA Order 8400.10, FAA Practical Test Standards (PTS) or SFAR 58 evaluations pertinent to multi-engine turbojet transport aircraft apply. 14 CFR part 121 checking items are accomplished as specified by MDRs and ODRs to qualify in pertinent variants.

7.1.2. Areas of Emphasis - The following areas of emphasis should be demonstrated during checking:

7.1.2.1. Proficiency in manual and automatic flight in normal, abnormal and emergency situations must be demonstrated at each proficiency check by all crewmembers, and

7.1.2.2. The use of manual system modes (electrical, fuel, hydraulics, pressurization, etc.) and backup equipment (i.e. ADG) must be demonstrated at each proficiency check by all crewmembers.

7.1.3. No Flap Approaches and Landings - Demonstration of a no flap approach and landing during a 14 CFR part 61 Appendix A or 14 CFR part 121 Appendix F check is required per the Airline Transport Pilot and/or Type Rating Practical Test Standards - FAA-S-8081 Area of Operation VI, Task F. The “Flap 1” (slats 20 / Flaps 0) position should be used for this demonstration in the CL-600-2C10, CL-600-2D24, and CL-600-2D15. In accordance with Order 8400.10, when the flight demonstration is conducted in an airplane, versus a simulator, touchdown from a no flap approach is not required. The approach should be flown to the point where the inspector or examiner can determine whether the landing would or would not occur in the touchdown zone.

7.2 Type Ratings

7.2.1 Oral and Written Tests - Unless otherwise specified by ODR tables, an oral or written portion of a type rating practical test need only address the variant to be flown or to be used to conduct the test, as determined by the inspector/examiner conducting the test.

7.2.2 Airmen may complete the necessary type rating practical test of 14 CFR part 61, part 121, Appendix F, FAA Order 8400.10, FAA Practical Test Standards or SFAR 58 evaluations in either variant for issuance of a “CL-65” pilot type rating. However, before airmen serve as PIC under FAR

121 or 125 in a variant other than that in which a type rating practical test was

completed, checking for differences in accordance with MDR provisions must be completed.

7.2.3 Additional Factors for Practical Tests for Applicants Not Employed Under CFR 14 part 121.

7.2.4 A practical test for an applicant not employed under FAR 121 (e.g. issuance of a type rating under FAR 61 or FAR 142) must be conducted in a variant of the same group that the applicant was trained under.

7.3 Proficiency Checks

7.3.1 General - Proficiency checks are administered as designated in CFR 14 part 61.58, part 121.441, part 121 Appendix F, or in accordance with an approved AQP program. Each check should assess knowledge and acceptable levels of skill, considering the variant flown and crew position. Satisfactory completion of a proficiency check may be substituted for recurrent flight training as permitted in 14 CFR part 121.433(c).

7.3.2 Alternating Proficiency Checks for CL-600-2B19, CL-600-2C10, CL-600-2D24, and CL-600-2D15

For mixed-fleet-flying proficiency, checks should alternate between variants each six months for PICs and annually for other flight crewmembers. The CL-600-2C10, CL-600-2D24 and CL-600-2D15 may be considered as one variant for alternating proficiency checks with the CL-600-2B19. In other words, a pilot may take a proficiency check in the CL-600-2B19, then, six months later, take a proficiency check in either the CL-600-2C10, CL-600-2D24 or CL-600-2D15 or vice versa. When such alternating airplane checks are accomplished, the differences may be satisfied by ground training, written questionnaire, oral review, or other method approved by the POI. However, such simplified programs may not be approved if they result in progressive loss of knowledge or skills related to particular differences over successive recurrent periods.

7.3.3 CFR 14 part 61.58 Proficiency checks, which do not pertain to CFR 14 part 121

Proficiency checks which may be required in accordance with CFR 14 part 61.58, but which do not pertain to part 121 operations, must be administered using the same variant as the airplane intended to be flown (e.g. an airman intending to fly a CL-600-2B19 should take a proficiency check in a CL-600-2B19 simulator).

7.3.4 Line Checks - FAR 121.440

Line checks completed in the CL-600-2B19, CL-600-2C10, CL-600-2D24 or CL-600-2D15 will satisfy requirements for all four airplanes.

7.3.5 Head-up Guidance System (HGS)

When HGS use is approved, checking must include suitable demonstration of HGS use for modes and phases of flight authorized. Checking standards for HGS are equivalent to those for non-HGS operations. Periodic assessment of non-HGS skills should also be demonstrated; therefore each check airman/inspector may request that authorized maneuvers be performed without use of HGS (e.g. if manual CAT II F/D operations are authorized, the airman being checked may be requested to perform the maneuver without HGS). See appendix 7.

8. FSB SPECIFICATIONS FOR CURRENCY

8.1. Currency (Recency of Experience) is in accordance with 14 CFR part 121.439. Currency is considered to be common for the CL-600-2B19, CL-600-2C10, CL-600-2D24 and CL-600-2D15. Separate tracking of currency for the CL-600-2B19, CL-600-2C10, CL-600-2D24 and CL-600-2D15 is not necessary or applicable.

9. AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

9.1. Compliance Checklists (Appendixes 3, 4, 5, & 6) - Compliance checklists are provided as an aid to FAA Certificate Management Offices (CMOs) to identify those specific rules or policies for which compliance has already been demonstrated to FAA for a particular type, variant, or variant group. The checklist also notes rules or policies that remain to be demonstrated to CMOs by operators. Not all rules or policies or variants are necessarily listed or addressed. When differences exist between the variant(s) evaluated with the compliance checklist and variant(s) used by an operator, the CMO must evaluate those differences and approve use of the variant, if that variant provides compliance with FARs and FAA policies. It remains the responsibility of the operator to show compliance to their FSDO or CMO, and for the FSDO or CMO to review compliance with pertinent rules and policies not addressed in the compliance checklists shown in Appendix 3, 4 , 5, or 6, prior to CFR 14 Part 121 or 125 approval of an operator for use of the CL-600-2B19, CL-600-2C10, CL-600-2D24 or CL-600-2D15. 14 CFR Part 135 was not evaluated by the FSB, as it was determined to not be applicable.

9.2 Discussion of Specific Compliance Checklist Items

9.2.1 Emergency Evacuation - All the listed emergency evacuation findings accomplished under simulated demonstration were completed in accordance with 14 CFR part 25.803 and are credited under 14 CFR part

9.2.2 121.291 for configurations and passenger capacities specified below and in FAA Order 8400.10, Vol. 3, Chapter 10, Section 7.
a) CL-600-2B19 – This model aircraft has demonstrated, under simulated full-scale emergency evacuation tests, successful evacuation of 50 passengers and 3 crewmembers (2 pilots and 1 flight attendant). Accordingly, an additional CFR 14 part 121.291 full-scale evacuation is not necessary for airplane configurations consistent with previously approved tests. Passenger capacity less than or equal to the previously demonstrated capacity may be authorized. A partial evacuation is required unless the particular certificate holder has previously operated a CL-600-2B19 with the same or similar interior and exit configuration.

b) CL-600-2C10 – This model aircraft has demonstrated, under simulated full-scale emergency evacuation tests, successful evacuation of 78 passengers and 4 crewmembers (2 pilots and 2 flight attendants). Accordingly, an additional CFR 14 part 121.291 full-scale evacuation is not necessary for airplane configurations consistent with previously approved tests. Passenger capacity less than or equal to the previously demonstrated capacity may be authorized. A partial evacuation is required unless the particular certificate holder has previously operated a CL-600-2C10 with the same or similar interior and exit configuration.

c) CL-600-2D24 – This model aircraft has demonstrated, under simulated full-scale emergency evacuation tests, successful evacuation of 90 passengers and 4 crewmembers (2 pilots and 2 flight attendants). Accordingly, an additional CFR 14 part 121.291 full-scale evacuation is not necessary for airplane configurations consistent with previously approved tests. Passenger capacity less than or equal to the previously demonstrated capacity may be authorized. A partial evacuation is required unless the particular certificate holder has previously operated a CL-600-2D24 with the same or similar interior and exit configuration.

d) CL-600-2D15 - This model aircraft is identical to the CL-600-2D24 with the exception that it is certified for 75 passengers only. A partial evacuation is required unless the particular certificate holder has previously operated a CL-600-2D24 with the same or similar interior and exit configuration.

9.2.3 Proving Tests - 14 CFR part 121.163(c) - The CL-600-2C10, CL-600-2D24 and CL-600-2D15 are considered variants of the CL-600-2B19 and have not been significantly altered except for fuselage plugs, leading edge slats, and FADEC engines. Proving tests in accordance with 14 CFR 121.163 (b) are appropriate in accordance with FAA Order 8400.10, Vol.

3, Chapter 9, when the CL-600-2B19, CL-600-2C10, CL-600-2D24 or CL-600-2D15 is new to a particular operator. When an operator is

currently operating the CL-600-2B19, CL-600-2C10, CL-600-2D24 or CL-600-2D15 and the operator introduces a variant airplane into the same operations, proving tests are not required. Proving test requirements and reductions are as designated by FAA Order 8400.10 and the CMO, or as otherwise specified by the FSB or AFS-200.

10. FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

10.1. Flight Training Device and Simulator Characteristics - Flight Training Device (FTD) and simulator characteristics pertinent to the CL-600-2B19, CL-600-2C10, CL-600-2D24 and CL-600-2D15 are as specified by 14 CFR part 121.407, 14 CFR part 121 Appendix H, AC 120-40, AC 120-45, AC 120-46A, and AC 120-53, except as described below. Tutorial Computer Based Instruction (TCBI) and Interactive Computer Based Instruction (ICBI) are referenced in Appendix 2. AC 61-126 provides guidance for approval of those devices.

10.2. Use of FTDs for Specific Check/Evaluation Items - Certain ATP, type rating, or proficiency check/evaluation items may be completed in FAA qualified FTDs. This is appropriate for items such as FMS initialization [e.g., 14 CFR part 61, Appendix A - I.(b),(2)] or engine start non-normals [e.g., 14 CFR part 61, Appendix A - I.(d)]. Specific checking credit in such instances must be approved by the POI.

10.3. Aircraft Simulator and Flight Training Device Compatibility - 14 CFR part 121.407 - When variants are flown in mixed fleets, the combination of simulators and flight training devices used to satisfy MDR or ODR provisions must match specific variants flown by that operator. The acceptability of differences between devices, simulators, and aircraft operated must be addressed by the POI.

10.4. Flight Training Device Approval. Requests for device approval should be made to the POI. If device characteristics clearly meet established FAA criteria and are qualified, the POI may approve those devices for that carrier. Where devices do not clearly satisfy a given level, POIs should request advice from the FSB Chairman (AEG), NSET, or AFS-200.

10.5. Door Trainers. Training in accordance with 14 CFR part 121.417 must be conducted on an airplane or in a training device representative of the operators fleet configuration.

11. APPLICATION OF FSB REPORT

11.1 All relevant parts of this report are applicable to operators on the approval date of this report.

12. MISCELLANEOUS

12.1 Extended Range Operation with Two Engine Airplanes [ETOPS]- The CL-600-2B19, Cl-600-2C10, CL-600-2D24, CL-600-2D15 have not been evaluated for ETOPS in accordance with AC 120-42A.

APPENDIX -1

MDR TABLE

Master Differences Requirements (MDR) Table					
AIRPLANE TYPE RATING: CL-65		**FROM AIRPLANE**			
TO AIRPLANE		**CL-600-2B19**	**CL-600-2C10**	**CL-600-2D15**	**** CL-600-2D24**
	CL-600-2B19	----	**C / C / B**	**C / C / B**	**C / C / B**
	CL-600-2C10	**C / C / B**	----	**A / A / A**	**A / A / A**
	CL-600-2D15	**C / C / B**	**A / A / A**	----	**A / A / A**
	CL-600-2D24	**C / C / B**	**A / A / A**	**A / A / A**	----

**. The CRJ Series 900 entered service in 2002. In 2005 an upgraded version of the CRJ Series 900, was introduced as the production model, the older version was discontinued. This report addresses both versions of the CRJ Series 900 aircraft.

NOTE - Operators are encouraged to provide a minimum of three (3) flight legs of Supervised Line Flying (SLF) in the case of pilots transitioning from the CL-600-2B19 to the CL-600-2C10, CL-600-2D24 or CL-600-2D15 and from the CL-600-2C10, CL-600-2D24 or CL-600-2D15 to the CL-600-2B19. This is to permit pilots to obtain additional operating experience in the differences in cockpit heights, approach attitudes, and landing characteristics, which are a result of different fuselage lengths, landing weights, and landing gear design. SLF is not accomplished until after a crewmember is trained and, if applicable, checked to perform duties for that particular crew position. Supervision is by an airman qualified to conduct the SLF and is typically a check airman. SLF is not accomplished from the cockpit observer's seat.

APPENDIX - 2

ACCEPTABLE ODR TABLES

Definitions	**ODR Training Level**
"HO" = Handout	A
"ST" = Slide/tape presentations **"TCBI" =** Tutorial computer based instruction **"SU" =** Stand-up Instructors **"VT" =** Video tapes	B
"ICBI" = Interactive computer based instruction **"CSS" =** Cockpit system simulators **"CPT"** = Cockpit procedures trainers **"PTT"** = Part task trainers **"FTD 2-5" =** Flight training devices (level 2-5)	C
"FTD 6-7" = Flight training devices (level 6-7) **"SIM A-B"** = Simulators (level A or B)	D
"SIM C-D" = Simulators (level C or D) **"ACFT"** = Aircraft	E
NOTES **" C* "** in the Checking column of the ODR tables requires use of training devices specified in "TRAINING LVL C" column of ODR table More ODR Checking and Currency level definitions may be found in AC 120.53.	

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Aircraft General	<u>Fuselage</u> Length: 106 ft, 8 in. (32.51 m) Increase of 18 ft, 10 in. (5.74 m) Wingspan: 76 ft, 3 in. (23.25 m) Increase of 6 ft, 9 in. (2.04 m) Tail span: 28 ft (8.54 m) Increase of 7 ft, 8 in. (2.34 m) Height: 24 ft, 10 in. (7.57 m) Increase of 4 ft, 2 in. (1.27 m)	No	No	HO				A	A
Aircraft General	<u>Performance</u> Max T.O. Weight: 75,000 lb. (34,020 kg) Increase of 22,000 lb. (9,979 kg) Max Landing Weight: 67,000 lb. (30,390 kg) Increase of 20,000 lb. (9,072 kg) Fuel Capacity: 2902 U.S. gal. (10,977 L) Increase of 751 gal (2,835 L)	No	No	HO				A	B
Aircraft General	<u>Wheel Base</u> Main Wheel Track: 13 ft, 6 in. (4.0 m) Increase of 3 ft, 2 in. (0.96 m) Nose to Main Wheels: 40 ft, 10 in. (12.44 m) Increase of 4 ft, 6 in. (1.37 m)	No	No	HO				A	A
Aircraft General	<u>Powerplant</u> GE CF34-8C1 or GE CF34-8C5B1 13,790 lb. of thrust, APR Increase of 4,570 lb. of thrust	No	No	HO				A	A
Aircraft General	Forward cargo bay	No	Yes Emerg.	HO				A	A
Aircraft General	Increase of 20 passengers in payload capacity	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Aircraft General	Addition of second Flight Attendant position	No	No	HO				A	A
24 Electrics	Revised architecture	No	Yes Normals		ST, TCBI, SU, VT			A	B
27 Flight Controls	Three panel slats on each wing	Minor	Yes Normals		ST, TCBI, SU, VT			A	A
49 APU	Tail cone mounted	No	Minor Normals	HO				A	A
52 Doors	Forward cargo bay door	No	Minor Normals	HO				A	A
Limitations	APU operating limits; Engine parameters; Gear extension speed. These are not all inclusive.	No	Yes Limits		ST, TCBI, SU, VT			B	B

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 ECS	Recirculated air distribution system with fan control switch	No	Minor Normals	HO				A	A
21 ECS	No dedicated fan for avionics bay cooling	No	Minor Normals	HO				A	A
21 ECS	No dedicated standby fan for EFIS cooling. Backup cooling is via ECS airflow.	No	Minor Normals	HO				A	A
21 ECS	Selected and actual temp displayed on ECS synoptic page	No	Minor Normals	HO				A	A
21 ECS	Revised architecture. No dedicated cargo bay fan	No	No	HO				A	A
21 ECS	Revised architecture. One electrically operated outflow valve, two safety valves, one ground valve	No	No	HO				A	A
24 Electrics	CB panels 3 and 4 removed; 40 KVA generator (no load shedding for failed generator); Generator switches (3) always left in AUTO; AC utility buses removed; ACPC controls switching automatically; 4 - 120A TRUs instead of 5 - 100A TRUs; Bus Ties are automatic (controlled by DCPC). Switchlights removed on electrical power panel; Service bus powered from DC bus 2; One DC utility bus; DC external power plug and DC External switchlight removed; New ADG bus installed. AC electric synoptic changes ADC (no lamp test) Battery chargers and battery location	No	Minor Normals		ST, TCBI, SU, VT			B	B
26 Fire/Ovht	Simplified testing procedure. Automatic BITE and MDC interface	No	Minor Normals	HO				A	A
26 Fire/Ovht	No jetpipe overheat detection	No	No	HO				A	A
26 Fire/Ovht	Fire suppression for forward cargo area. Common Halon system used to supply both compartments. Three cargo smoke detectors.	No	Minor Normals	HO				A	A
27 Flight Controls	No dedicated spoiler on control surface. Multifunction spoilers act as flight spoiler or spoiler on or ground lift dump.	No	No		ST, TCBI, SU, VT			A	A
27 Flight Controls	No flutter dampers on elevators	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
27 Flight Controls	Rudder limiter incorporated, function of speed and flap position controlled by SSCU	No	No		ST, TCBI, SU, VT			A	A
27 Flight Controls	The power up BITE test starts only when all three hydraulic systems are fully powered. A SPLR/STAB IN TEST advisory message is posted on EICAS during this test - All flight control systems are inoperative during the test	No	Minor Normals	HO				A	A
27 Flight Controls	For redundancy, emergency slat/flap switch added to drive slats to 25 degrees and flaps to 20 degrees with a slat/flap selector failure	No	Yes Abnormal		ST, TCBI, SU, VT			B	B
27 Flight Controls	Slat/Flap lever has 6 positions	No	Minor Normals	HO				A	A
28 Fuel	No gravity refuel capability on center tank	No	Yes	HO				A	A
28 Fuel	Dedicated cross-flow pump	No	No	HO				A	A
28 Fuel	Bulk fuel temperature sensor in right main tank	No	No	HO				A	A
28 Fuel	Fuel synoptic changes	No	No	HO				A	A
29 Hydraulics	1B/2B pump is not load shed when respective engine GEN is not operating	No	Minor Abnormal	HO				A	A
29 Hydraulics	Thrust reversers are powered by hydraulics	No	No	HO				A	A
29 Hydraulics	Hydraulic SOV switches added to isolate EDP during low pressure condition without shutting down the engine	No	Minor Normals Abnormal		ST, TCBI, SU, VT			B	B
30 Ice and Rain	No cowl anti-ice blow out plug on engines	No	Minor Normals	HO				A	A
30 Ice and Rain	Revised architecture for cowl anti-icing duct leak detection in pylon area	No	Minor New msg.	HO				A	A
30 Ice and Rain	Simplified cowl and wing anti-ice synoptic page	No	No	HO				A	A
30 Ice and Rain	Air data probes and sensor anti-icing tested before flight with ICE DET switchlight	No	Minor Normals	HO				A	A
30 Ice and Rain	Revised architecture for wing OVHT protection. No STBY mode for wing anti-ice required.	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2B19 APPROVED By (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
30 Ice and Rain	Windshield wiper has intermittent position.	NO	No	HO				A	A
30 Ice and Rain	Variable white arcs on the N2 gauges. Range of arc varies with engine bleed condition.	No	No		ST, TCBI, SU, VT			B	B
30 Ice and Rain	Wing anti-ice system tested continuously. No test switch (automatic function)	No	Minor Normals	HO				A	A
32 Landing gear	Nose doors are mechanical	No	No	HO				A	A
32 Landing gear	Cantilever assemblies on main gear with shimmy dampers	No	Minor Normals	HO				A	A
32 Landing gear	No main gear dust pin covers	No	No	HO				A	A
32 Landing gear	No FLT/NORM switch installed on forward external service panel	No	Minor Normals	HO				A	A
32 Landing gear	No anti-skid test switch. Revised anti-skid test procedure.	No	Yes Normals		ST, TCBI, SU, VT			B	B
32 Landing gear	NWS deflection is +/- 80 degrees with tiller and rudder pedal movement will deflect NW +/- 8 degrees	No	No	HO				A	A
33 Lighting	Overhead panel dome lights installed	No	No	HO				A	A
33 Lighting	Single nose landing light	No	No	HO				A	A
33 Lighting	Three exterior lights per side for emergency exit lighting	No	No	HO				A	A
33 Lighting	No EMER LTS OFF light on panel. EMER LTS OFF caution message only	No	Minor Normals Abnormal	HO				A	A
34 Flight Instr.	No mach transducer or selector valves in Pitot Static system	No	Minor Normals	HO				A	A
34 Flight Instr.	One electronic integrated standby instrument provides airspeed, altitude, attitude, slip/skid, and localizer/glideslope information	No	Minor Normals	HO				A	A
35 Oxygen	Overboard discharge indicator located on left side of fuselage	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2B19 APPROVED By (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
36 Pneumatics	New flight deck bleed air panel. Engine bleed air taken from either 6th or 10th stage to supply common manifold. Bleed air selection is automatic when in AUTO mode. Provisions for manual switching.	No	Yes Normals/ Abnormal		ST, TCBI, SU, VT			B	B
36 Pneumatics	Power On automatic bleed air leak detection test	No	Minor Normals	HO				A	A
49 APU	40 KVA generator No APU Intake Door 'MID' EICAS indication Dedicated APU fuel pump APU Fuel supply, left collector tank AVAIL light = ready for electrical loading, ECU determines when pneumatic loading is available. No fire horn. Start cycle.	No	No		ST, TCBI, SU, VT			A	B
70 Powerplant	FADEC controlled	No	Minor Normals			ICBI, CSS, CPT, FTD 2-5		B	B
70 Powerplant	N1 and N2 sync control panel	No	Minor Normals Abnormal	HO				A	A
70 Powerplant	FADEC controlled start cycle for ATS and windmill starts	No	Minor Normals			ICBI, CSS, CPT, FTD 2-5		B	B
70 Powerplant	Thrust reversers hydraulically-actuated. No thrust lever retarder control system	No	No		ST, TCBI, SU, VT			B	B
70 Powerplant	No emergency stow PBAs	No	Minor Normals		ST, TCBI, SU, VT			B	B
70 Powerplant	High power schedule PBA	No	Yes		ST, TCBI, SU, VT			B	B

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2B19 APPROVED By (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
70 Powerplant	FADEC generated thrust limits for: (automatic with thrust levers in respective detent) Takeoff (TO) Flex (FLX) Climb (CLB) GoAround (GA) Max Continuous Thrust (MCT) Cruise (CRZ) - manually set in the cruise range	No	No		ST, TCBI, SU, VT			B	B
70 Powerplant	Engine oil test panel removed. Engine oil level quantities provided on menu page	No	Minor Normals	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
AFCS	Initial take off pitch target is optimized to takeoff V speeds entered	No	No		ST, TCBI, SU, VT			B	B
Takeoff	Rotation rate is 3-5 degrees per second towards target FD	No	No		ST, TCBI, SU, VT			A	A
Takeoff	Throttles placed in "TOGA" detent and thrust is set into N1 caret by FADEC Throttles placed in "CLB" detent and thrust is set into N1 caret by FADEC	No	No			CSS, PTT, FTD2-5		B	B
Takeoff	Flap retraction: Flaps 8 takeoff - Flaps retracted to '1' from '8' at V2 + 12 and to '0' from '1' at VT -15 kts Flaps 20 takeoff - Flaps retracted to '8' from '20' at V2 + 12 and to '1' from '8' at V2 + 20 and then to '0' from '1' at VT -15	No	Yes Normals			CSS, PTT, FTD2-5		C*	B
Approach	Approach Attitude Comparison **CRJ200** / **CRJ700** Single Engine / Normal N/A / Flapless (Slats 25) Normal / Slatless (Flaps 45) Flapless / Single Engine	Yes	No		VT			B	A
Landing	More pronounced flare	Yes	No		VT			B	B

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Aircraft General	<u>Fuselage</u> Length: 87 ft, 10 in. (26.77 m) Decrease of 18 ft, 10 in. (5.74 m) Wingspan: 69 ft, 6 in. (21.21 m) Decrease of 6 ft, 9 in. (2.04 m) Tailspan: 20 ft, 4 in. (6.2 m) Decrease of 7 ft, 8 in. (2.34 m) Height: 20 ft, 8 in. (6.3 m) Decrease of 4 ft, 2 in. (1.27 m)	No	No	HO				A	A
Aircraft General	<u>Performance</u> Max T.O. Weight: 53,000 lb. (24,041 kg) Decrease of 22,000 lb. (9,979 kg) Max Landing Weight: 47,000 lb. (21,319 kg) Decrease of 20,000 lb. (9,072 kg) Fuel Capacity: 2151 U.S. gal. (8,142 L) Decrease of 751 gal. (2,835 L)	No	No	HO				A	A
Aircraft General	<u>Wheel Base</u> Main Wheel Track: 10 ft, 4 in. (3.1 m) Decrease of 3 ft, 2 in. (0.96 m) Nose to Main Wheels: 36 ft, 4 in. (11.07 m) Decrease of 4 ft, 6 in. (1.37 m)	No	No	HO				A	A
Aircraft General	<u>Powerplant</u> GE CF34-3B1 9,220 lb. of thrust, APR Decrease of 4,570 lb. of thrust	No	No	HO				A	A
Aircraft General	No forward cargo bay	No	Minor	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING					**CHKG/CURR**
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Aircraft General	Decrease of 20 passengers in payload capacity	No	No	HO				A	A
Aircraft General	One Flight Attendant position	No	No	HO				A	A
24 Electrics	Architectural differences	No	Minor (Ext. DC)		ST, TCBI, SU, VT			A	A
27 Flight Controls	No slats on wings	Minor	Yes Normals	HO				A	A
49 APU	Located in aft equipment bay Intake/exhaust/Hazard areas	No	Minor Normals	HO				A	A
52 Doors	No forward cargo bay door	No	Minor Normals	HO				A	A
Limitations	APU operating limits; Engine parameters, Gear extension speed, windshield wipers, single pack ops., crosswind, cargo (fire), cold soak (T/R's). These are not all inclusive.	No	Yes Limits		ST, TCBI, SU, VT			B	B

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 ECS	No recirculation feature	No	Minor Normals	HO				A	A
21 ECS	Dedicated avionics bay cooling system with fan control	No	Minor Normals		ST, TCBI, SU, VT			B	A
21 ECS	Cabin actual temperature indications only	No	Minor Normals	HO				A	A
21 ECS	Dedicated cargo bay fan	No	Minor Msg.	HO				A	A
21 ECS	Architectural differences: two pneumatically controlled outflow/safety valves, overboard and inboard ground valves	No	No	HO				A	A
24 Electrics	CB panels 3 and 4 in Flight Deck; 30 KVA generator (load shedding for failed generator); Generator switches (3) manually selected from OFF to ON after engine start; Two AC utility busses, load shed under certain conditions; No ACPC installed, individual relays accomplish switching; 5 - 100A TRUs instead of 4 - 120A TRUs; Bus Ties 1 and 2 are automatic. ESS Tie is manually selected. Switchlights on electrical power service panel; Service bus powered from SERV TRU; Two DC utility busses; DC external power plug with External DC Switchlight on electrical panel; ADG feeds directly to AC Essential Bus. System affected during AC power transfer (loss of AC Bus 2). Battery charger; battery location.	No	Minor Normals, Abnormal, Emergency		ST, TCBI, SU, VT			B	B
26 Fire/Ovht	Non-automated testing procedure.	No	Yes Normals			ICBI, CSS, CPT, PTT, FTD 2-5		C	B
26 Fire/Ovht	JETPIPE OVHT detection Emergency Procedure (Recall)	No	Msg.		ST, TCBI, SU, VT			B	B
27 Flight Controls	Dedicated spoileron control surface and dedicated flight spoiler control surface	No	No	HO				A	A
27 Flight Controls	Flutter dampers on elevators	No	No	HO				A	A
27 Flight Controls	No rudder limiter	No	No	HO				A	A
27 Flight Controls	No power up Bite test or SPLR/STAB IN TEST advisory message	No	Minor Normals	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
27 Flight Controls	No emergency flap switch	No	Yes Abnorm	HO				A	A
27 Flight Controls	Flap lever has 5 positions	No	Minor Normals	HO				A	A
28 Fuel	Gravity refuel capability on center tank	No	Yes	HO				A	A
28 Fuel	Shared APU and crossflow fuel pump	No	No	HO				A	A
28 Fuel	Bulk fuel temperature sensor in left main tank	No	No	HO				A	A
29 Hydraulics	1B/2B pump is load shed when opposite GEN is not operating	No	Minor Abnorm	HO				A	A
29 Hydraulics	No hydraulic SOV switches	No	Minor Abnorm	HO				A	A
30 Ice and Rain	Cowl anti-icing valves pressure regulated with overpressure protection (Anti-ice blow out plug on engines)	No	Minor Normals	HO				A	A
30 Ice and Rain	Revised architecture for cowl anti-icing duct leak detection in pylon area	No	Minor	HO				A	A
30 Ice and Rain	Air data probes and sensor anti-icing not tested	No	No	HO				A	A
30 Ice and Rain	Wing anti-icing two operating temperature modes NORM and STBY are manually selectable	No	Minor Abnorm		ST, TCBI, SU, VT			B	A
30 Ice and Rain	Amber arcs on the N2 gauges. Range from 0 -78%	No	No	HO				A	A
30 Ice and Rain	Wing anti-ice system test switch	No	Minor Normals		ST, TCBI, SU, VT			B	B
30 Ice and Rain	Architectural differences on synoptic page	No	No	HO				A	A
30 Ice and Rain	Cowl and wing anti-ice deactivated during thrust reverser deployment	No	No	HO				A	A
32 Landing gear	Nose doors are powered by hydraulics	No	Minor Normals			FTD 2-5		B	A
32 Landing gear	Trailing link assemblies on main gear without shimmy dampers	No	No	HO				A	A
32 Landing gear	Main gear pin dust cover	No	Minor Normals	HO				A	A
32 Landing gear	FLT/NORM switch on forward external service panel	No	Minor Normals		ST, TCBI, SU, VT			B	A
32 Landing gear	Anti-skid test switch Parking brake OFF.	No	Yes Normals		ST, TCBI, SU, VT			B	A

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
32 Landing gear	NWS deflection is +/- 70 degrees with tiller and rudder pedal movement will deflect NW +/- 5 degrees	No	No	HO				A	A
33 Lighting	No overhead panel dome lights	No	No	HO				A	A
33 Lighting	Dual nose landing lights	No	No	HO				A	A
33 Lighting	Four exterior lights per side for emergency exit lighting	No	No	HO				A	A
33 Lighting	EMER LTS OFF light on the EMER LTS panel illuminates coincident with the EMER LTS OFF caution message	No	Minor Normals	HO				A	A
34 Flight Instr	Mach transducer and selector valves in pitot static system	No	Minor Abnorm	HO				A	A
34 Flight Instr	Two separate standby instruments provide airspeed, altitude, attitude, slip/skid, and localizer/glideslope information	No	Minor Normals		ST, TCBI, SU, VT			B	B
35 Oxygen	Overboard discharge indicator located on right side of fuselage	No	No	HO				A	A
36 Pneumatics	Thrust reversers are powered by 14th stage bleed air	No	No		ST, TCBI, SU, VT			B	B
36 Pneumatics	10th and 14th stage bleed air systems controlled by manual manipulation of bleed air switches with APU interlock protection system	No	Yes Normals			ICBI, CSS, CPT, PTT, FTD 2-5		C	B
36 Pneumatics	10th stage manifold services: air conditioning, engine starting. 14th stage manifold services: anti-ice systems. Single pack ops.	No	Yes Abnorm		ST, TCBI, SU, VT			B	B
36 Pneumatics	Bleed air leak detection test conducted first flight of the day	No	Yes Normals			ICBI, CSS, CPT, PTT, FTD 2-5		C	B
49 APU	30KVA generator APU intake door EICAS indications: CLSD, MID and OPEN Shared APU and Crossflow fuel pump Fuel supply, both wing tanks AVAIL light = ready for pneumatic loading, APU GCU determines when electrical loading is available. Fire horn; Start cycle.	No	Yes Normals Abnorm & Emerg		ST, TCBI, SU, VT			B	A

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
70 Powerplant	Hydro-mechanically and N1 speed governing	No	No		ST, TCBI, SU, VT			A	A
70 Powerplant	APR and ENG SPEED control panel	No	Yes Normals		ST, TCBI, SU, VT			A	A
70 Powerplant	Thrust lever retarder control system	No	No		ST, TCBI, SU, VT			B	B
70 Powerplant	Emergency stow PBAs for thrust reversers	No	Yes Normals Emergency			FTD 2-5		C	B
70 Powerplant	Pilot-managed start cycles for ATS and windmill starts	No	Yes Normals	HO				A	A
70 Powerplant	FMS generated thrust limits for: manually set, no detents Takeoff (TO) Flex (FLX) Climb (CLB) GoAround (GA) Max Continuous Thrust (MCT) Cruise (CRZ)	No	Minor Normals			ICBI, CSS, CPT, PTT, FTD 2-5		C	B
70 Powerplant	No high power schedule PBA	No	Yes	HO				A	A
70 Powerplant	Oil level test panel	No	Minor Normals		ST, TCBI, SU, VT			B	A

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
AFCS	FD target pitch attitude on takeoff is 15 degrees up and GA or SE takeoff is 10 degrees up	No	No		ST, TCBI, SU, VT			B	A
Takeoff	Rotation rate is 3 degrees per second towards target FD	No	No	HO				A	A
Takeoff	Throttles manually placed in thrust caret, set by FMS	No	No			ICBI, CSS, CPT, PTT, FTD 2-5		B	B
Takeoff	No Flap 1 position: No requirement to monitor Vt -15 airspeed for flap retraction from flap 8 to flap1	No	Yes Normals			ICBI, CSS, CPT, PTT, FTD 2-5		B	B
Approach	Approach Attitude Comparison **CRJ700** / **CRJ200** Normal / Single Engine Flapless (Slats 25) / N/A Slatless (Flaps 45) / Normal Single Engine / Flapless	Yes	No		VT			B	B
Landing	Minimal flare required	Yes	No		VT			B	B

DIFFERENCE AIRCRAFT: CL-600-2D24 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Aircraft General	<u>Fuselage</u> Length: 118 ft, 11 in. (36.24 m) Increase of 31 ft, 1 in. (9.47 m) Wingspan: 81 ft, 7 in. (24.87m) Increase of 12 ft, 1 in. (3.66 m) Tailspan: 28 ft. (8.54 m) Increase of 7 ft, 8 in. (2.23 m) Height: 24 ft, 7 in. (7.49 m) Increase of 3 ft, 11 in. (1.19 m)	No	No	HO				A	A
Aircraft General	<u>Performance</u> Max T.O. Weight: 84,500 lb. (38,329 kg) Increase of 31,500 lb. (14,288 kg) Max Landing Weight: 75,100 lb. (34,065 kg) Increase of 28,100 lb. (12,746 kg) Fuel Capacity: 2902 U.S. gal. (10,977 L) Increase of 751 gal. (2,835 L)	No	No	HO				A	B
Aircraft General	<u>Wheel Base</u> Main Wheel Track: 13 ft, 6in. (4.0 m) Increase of 3 ft, 2 in. (0.96 m) Nose to Main Wheels: 48 ft, 4 in. (14.73 m) Increase of 12 ft. (3.66 m)	No	No	HO				A	A
Aircraft General	<u>Powerplant</u> GE CF34-8C5 14,510 lb. of thrust, APR Increase of 5,290 lb. of thrust	No	No	HO				A	A
Aircraft General	Forward cargo bay	No	Yes Emerg.	HO				A	A
Aircraft General	Increase of 40 passengers in payload capacity	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D24 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Aircraft General	Addition of second Flight Attendant position	No	No	HO				A	A
24 Electrics	Revised architecture	No	Yes Normals		ST, TCBI, SU, VT			A	B
27 Flight Controls	Three panel slats on each wing	Minor	Yes Normals		ST, TCBI, SU, VT			A	A
49 APU	Tailcone mounted	No	Minor Normals	HO				A	A
52 Doors	Two additional forward cargo bay doors	No	Minor Normals	HO				A	A
52 Doors	Four overwing emergency exits	No	No	HO				A	A
Limitations	APU operating limits; Engine parameters; Gear extension speed. Taxi turning radius. These are not all inclusive.	No	Yes Limits		ST, TCBI, SU, VT			B	B
Limitations	MMO above FL340 is 0.84M Decrease of 0.01 m	No	Yes Limits	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D24 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
21 ECS	Recirculated air distribution system with fan control switch	No	Minor Normals	HO				A	A
21 ECS	No dedicated fan for avionics bay cooling	No	Minor Normals	HO				A	A
21 ECS	No dedicated standby fan for EFIS cooling. Backup cooling is via ECS airflow.	No	Minor Normals	HO				A	A
21 ECS	Selected and actual temp displayed on ECS synoptic page	No	Minor Normals	HO				A	A
21 ECS	Revised architecture. No dedicated cargo bay fan	No	No	HO				A	A
21 ECS	Revised architecture. One electrically operated outflow valve, two safety valves, one ground valve	No	No	HO				A	A
24 Electrics	CB panels 3 and 4 removed; 40 kVA generator (no load shedding for failed generator); Generator switches (3) always left in AUTO; AC Utility buses removed; ACPC controls switching automatically; 4 - 120A TRUs instead of 5 - 100A TRUs; Bus Ties are automatic (controlled by DCPC). Switchlights removed on electrical power panel; Service bus powered from DC bus 2; One DC utility bus; DC external power plug and DC External switchlight removed; New ADG bus installed. AC Electric synoptic changes ADC (no lamp test) Battery chargers and battery location	No	Minor Normals		ST, TCBI, SU, VT			B	B
26 Fire/Ovht	Simplified testing procedure. Automatic BITE and MDC interface	No	Minor Normals	HO				A	A
26 Fire/Ovht	No jetpipe overheat detection	No	No	HO				A	A
26 Fire/Ovht	Fire suppression for forward cargo area. Common Halon system used to supply both compartments. Three cargo smoke detectors.	No	Minor Normals	HO				A	A
27 Flight Controls	No dedicated spoileron control surface. Multifunction spoilers act as flight spoiler or spoileron or ground lift dump.	No	No		ST, TCBI, SU, VT			A	A
27 Flight Controls	No flutter dampers on elevators	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D24 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
27 Flight Controls	Rudder limiter incorporated, function of speed and flap position controlled by SSCU	No	No		ST, TCBI, SU, VT			A	A
27 Flight Controls	The power up BITE test starts only when all three hydraulic systems are fully powered. A SPLR/STAB IN TEST advisory message is posted on EICAS during this test - All flight control systems are inoperative during the test	No	Minor Normals	HO				A	A
27 Flight Controls	For redundancy, emergency slat/flap switch added to drive slats to 20 degrees and flaps to 20 degrees with a slat/flap selector failure	No	Yes Abnorm		ST, TCBI, SU, VT			B	B
27 Flight Controls	Slat/Flap lever has 6 positions	No	Minor Normals	HO				A	A
28 Fuel	No gravity refuel capability on centre tank	No	Yes	HO				A	A
28 Fuel	Dedicated cross-flow pump	No	No	HO				A	A
28 Fuel	Bulk fuel temperature sensor in right main tank	No	No	HO				A	A
28 Fuel	Fuel synoptic changes	No	No	HO				A	A
29 Hydraulics	1B/2B pump is not load shed when respective engine GEN is not operating	No	Minor Abnorm	HO				A	A
29 Hydraulics	Thrust reverser are powered by hydraulics	No	No	HO				A	A
29 Hydraulics	Hydraulic SOV switches added to isolate EDP during low pressure condition without shutting down the engine	No	Minor Normals Abnormal		ST, TCBI, SU, VT			B	B
30 Ice and Rain	No cowl anti-ice blow out plug on engines	No	Minor Normals	HO				A	A
30 Ice and Rain	Revised architecture for cowl anti-icing duct leak detection in pylon area	No	Minor New msg.	HO				A	A
30 Ice and Rain	Simplified cowl and wing anti-ice synoptic page	No	No	HO				A	A
30 Ice and Rain	Air data probes and sensor anti-icing tested before flight with ICE DET switchlight	No	Minor Normals	HO				A	A
30 Ice and Rain	Revised architecture for wing OVHT protection. No STBY mode for wing anti-ice required.	No	No	HO				A	A
30 Ice and Rain	Windshield wiper has intermittent position.	No	No	HO				A	A
30 Ice and Rain	Variable white arcs on the N2 gauges. Range of arc varies with engine bleed condition.	No	No		ST, TCBI, SU, VT			B	B

DIFFERENCE AIRCRAFT: CL-600-2D24 **BASE AIRCRAFT: CL-600-2B19** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
30 Ice and Rain	Wing anti-ice system tested continuously. No test switch (automatic function)	No	Minor Normals	HO				A	A
32 Landing gear	Nose doors are mechanical	No	No	HO				A	A
32 Landing gear	Cantilever assemblies on main gear with shimmy dampers	No	Minor Normals	HO				A	A
32 Landing gear	No main gear dust pin covers	No	No	HO				A	A
32 Landing gear	No FLT/NORM switch installed on forward external service panel	No	Minor Normals	HO				A	A
32 Landing gear	No anti-skid test switch. Revised anti-skid test procedure.	No	Yes Normals		ST, TCBI, SU, VT			B	B
32 Landing gear	NWS deflection is +/- 80 degrees with tiller and rudder pedal movement will deflect NW +/- 8 degrees	No	No	HO				A	A
32 Landing gear	Increased tire speed limit	No	No	HO				A	A
33 Lighting	Overhead panel dome lights installed	No	No	HO				A	A
33 Lighting	Single nose landing light	No	No	HO				A	A
33 Lighting	Three exterior lights per side for emergency exit lighting	No	No	HO				A	A
33 Lighting	No EMER LTS OFF light on panel. EMER LTS OFF caution message only	No	Minor Normals Abnormal	HO				A	A
34 Flight Instr.	No mach transducer or selector valves in Pitot Static system	No	Minor Normals	HO				A	A
34 Flight Instr.	One electronic integrated standby instrument provides airspeed, altitude, attitude, slip/skid, and localizer/glideslope information	No	Minor Normals	HO				A	A
35 Oxygen	Overboard discharge indicator located on left side of fuselage	No	No	HO				A	A
36 Pneumatics	New flight deck bleed air panel. Engine bleed air taken from 6th or 10th stage to supply common manifold. Bleed air selection is automatic when in AUTO mode. Provisions for manual switching.	No	Yes Normals/ Abnorm		ST, TCBI, SU, VT			B	B
36 Pneumatics	Power On automatic bleed air leak detection test	No	Minor Normals	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D24 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
49 APU	40 kVA generator No APU Intake Door 'MID' EICAS indication Dedicated APU fuel pump APU Fuel supply, left collector tank AVAIL light = ready for electrical loading, ECU determines when pneumatic loading is available. No fire horn. Start cycle.	No	No		ST, TCBI, SU, VT			A	B
52 Doors	Four over wing emergency exits Minor changes to Doors synoptic page and EICAS messages	No	Minor Messages	HO				A	A
70 Powerplant	FADEC controlled	No	Minor Normals			ICBI, CSS, CPT, FTD 2-5.		B	B
70 Powerplant	N1 and N2 sync control panel	No	Minor Normals Abnormal	HO				A	A
70 Powerplant	FADEC controlled start cycle for ATS and windmill starts	No	Minor Normals			ICBI, CSS, CPT, FTD 2-5		B	B
70 Powerplant	Thrust reversers hydraulically actuated. No thrust lever retarder control system	No	No		ST, TCBI, SU, VT			B	B
70 Powerplant	No emergency stow PBAs	No	Minor Normals		ST, TCBI, SU, VT			B	B
70 Powerplant	High power schedule PBA	No	Yes		ST, TCBI, SU, VT			B	B
70 Powerplant	FADEC generated thrust limits for: (automatic with thrust levers in respective detent) Takeoff (TO) Flex (FLX) Climb (CLB) Go Around (GA) Max Continuous Thrust (MCT) Cruise (CRZ) – manually set in the cruise range	No	No		ST, TCBI, SU, VT			B	B
70 Powerplant	Engine oil test panel removed. Engine oil level quantities provided on menu page	No	Minor Normals	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D24 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
AFCS	Initial take off pitch target is optimized to takeoff V speeds entered	No	No		ST, TCBI, SU, VT			B	B
Taxi	Turning radius increased	No	No	HO				A	A
Takeoff	Rotation rate is 3-5 degrees per second towards target FD	No	No		ST, TCBI, SU, VT			A	A
Takeoff	Throttles placed in "TOGA" detent and thrust is set into N1 caret by FADEC Throttles placed in "CLB" detent and thrust is set into N1 caret by FADEC	No	No			CSS, PTT, FTD2-5		B	B
Takeoff	Flap retraction: Flaps 8 takeoff - Flaps retracted to '1' from '8' at V2 + 12 and to '0' from '1' at VT -15 kts Flaps 20 takeoff - Flaps retracted to '8' from '20' at V2 + 12 and to '1' from '8' at V2 + 20 and then to '0' from '1' at VT -15	No	Yes Normals			CSS, PTT, FTD2-5		C*	B
Approach	Approach Attitude Comparison **<u>CRJ200</u>** **<u>CRJ900</u>** Single Engine Normal N/A Flapless (Slats 20) Normal Slatless (Flaps 45) Flapless Single Engine	Yes	No		VT			B	A
Landing	More pronounced flare	Yes	No		VT			B	B

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2D24 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Aircraft General	<u>Fuselage</u> Length: 87 ft, 10 in. (26.77 m) Decrease of 31 ft, 1 in. (9.47 m) Wingspan: 69 ft, 6 in. (21.21 m) Decrease of 12 ft, 1 in. (3.66 m) Tailspan: 20 ft, 4 in (6.20 m) Decrease of 7 ft, 8 in. (2.23 m) Height: 20 ft, 8 in. (6.30 m) Decrease of 3 ft, 11 in. (1.19 m)	No	No	HO				A	A
Aircraft General	<u>Performance</u> Max T.O. Weight: 53,000 lb. (24,041 kg) Decrease of 31,500 lb. (14,288 kg) Max Landing Weight: 47,000 lb. (21,319 kg) Decrease of 28,100 lb. (12,746 kg) Fuel Capacity: 2151 U.S. gal. (8,142 L) Decrease of 751 gal. (2,835L)	No	No	HO				A	A
Aircraft General	<u>Wheel Base</u> Main Wheel Track: 10 ft, 4 in. (3.15 m) Decrease of 3ft, 2 in. (0.96 m) Nose to Main Wheels: 36 ft, 4 in. (11.07 m) Decrease of 12 ft. (3.66 m)	No	No	HO				A	A
Aircraft General	<u>Powerplant</u> GE CF34-3B1 9,220 lb. of thrust, APR Difference of 5,290 lb. of thrust	No	No	HO				A	A
Aircraft General	No forward cargo bay	No	Minor	HO				A	A
Aircraft General	Decrease of 40 passengers in payload capacity	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2D24 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Aircraft General	One Flight Attendant position	No	No	HO				A	A
24 Electrics	Architectural differences	No	Minor (Ext. DC)		ST, TCBI, SU, VT			A	A
27 Flight Controls	No slats on wings	Minor	Yes Normals	HO				A	A
49 APU	Located in aft equipment bay Intake/exhaust/Hazard Areas	No	Minor Normals	HO				A	A
52 Doors	No forward cargo bay door	No	No	HO				A	A
52 Doors	2 fewer over wing emergency exits	No	No	HO				A	A
Limitations	APU operating limits; Engine parameters, Gear extension speed, windshield wipers, single pack ops., crosswind, cargo (fire), cold soak (T/R's). These are not all inclusive	No	Yes Limits		ST, TCBI, SU, VT			B	B
Limitations	MMO above FL340 is 0.85M Increase of 0.01 M	No	Yes Limits	HO				A	A
21 ECS	No recirculation feature	No	Minor Normals	HO				A	A
21 ECS	Dedicated avionics bay cooling system with fan control	No	Minor Normals		ST, TCBI, SU, VT			B	A
21 ECS	Cabin actual temperature indications only	No	Minor Normals	HO				A	A
21 ECS	Dedicated cargo bay fan	No	Minor Msg.	HO				A	A
21 ECS	Architectural differences: two pneumatically controlled outflow/safety valves, overboard and inboard ground valves	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2D24 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
24 Electrics	CB panels 3 and 4 in flight deck; 30 kVA generator (load shedding for failed generator); Generator switches (3) manually selected from OFF to ON after engine start; Two AC utility busses, loadshed under certain conditions; No ACPC installed, individual relays accomplish switching; 5 - 100A TRUs instead of 4 - 120 A TRUs; Bus Ties 1 and 2 are automatic. ESS Tie is manually selected. Switchlights on electrical power service panel; Service bus powered from SERV TRU; Two DC utility busses; DC external power plug with external DC Switchlight on electrical panel; ADG feeds directly to AC essential bus. System affected during AC power transfer (loss of AC Bus 2). Battery and battery charger location.	No	Minor Normals, Abnormal, Emergency		ST, TCBI, SU, VT			B	B
26 Fire/Ovht	Non-automated testing procedure.	No	Yes Normals			ICBI, CSS, CPT, PTT, FTD 2-5		C	B
26 Fire/Ovht	JETPIPE OVHT detection Emergency Procedure (Recall)	No	Msg.		ST, TCBI, SU, VT			B	B
27 Flight Controls	Dedicated spoileron control surface and dedicated flight spoiler control surface	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2D24 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
27 Flight Controls	Flutter dampers on elevators	No	No	HO				A	A
27 Flight Controls	No rudder limiter	No	No	HO				A	A
27 Flight Controls	No power up Bite test or SPLR/STAB IN TEST advisory message	No	Minor Normals	HO				A	A
27 Flight Controls	No emergency flap switch	No	Yes Abnormal	HO				A	A
27 Flight Controls	Flap lever has 5 positions	No	Minor Normals	HO				A	A
28 Fuel	Fuel synoptic changes	No	No	HO				A	A
28 Fuel	Gravity refuel capability on center tank	No	Yes	HO				A	A
28 Fuel	Shared APU and crossflow fuel pump	No	No	HO				A	A
28 Fuel	Bulk fuel temperature sensor in left main tank	No	No	HO				A	A
29 Hydraulics	1B/2B pump is load shed when opposite GEN is not operating	No	Minor Abnormal	HO				A	A
29 Hydraulics	No hydraulic SOV switches	No	Minor Abnormal	HO				A	A
30 Ice and Rain	Cowl anti-icing valves pressure regulated with overpressure protection (Anti-ice blow out plug on engines)	No	Minor Normals	HO				A	A
30 Ice and Rain	Revised architecture for cowl anti-icing duct leak detection in pylon area	No	Minor	HO				A	A
30 Ice and Rain	Air data probes and sensor anti-icing not tested	No	No	HO				A	A
30 Ice and Rain	Wing anti-icing two operating temperature modes NORM and STBY are manually selectable	No	Minor Abnormal		ST, TCBI, SU, VT			B	A
30 Ice and Rain	Amber arcs on the N2 gauges. Range from 0 -78%	No	No	HO				A	A
30 Ice and Rain	Wing anti-ice system test switch	No	Minor Normals		ST, TCBI, SU, VT			B	B
30 Ice and Rain	Architectural differences on synoptic page	No	No	HO				A	A
30 Ice and Rain	Cowl and wing anti-ice deactivated during thrust reverser deployment	No	No	HO				A	A
32 Landing gear	Nose doors are powered by hydraulics	No	Minor Normals			FTD 2-5		B	A
32 Landing gear	Trailing link assemblies on main gear without shimmy dampers	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2D24 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
32 Landing gear	Decreased tire speed limit	No	No	HO				A	A
32 Landing gear	Main gear pin dust cover	No	Minor Normals	HO				A	A
32 Landing gear	FLT/NORM switch on forward external service panel	No	Minor Normals		ST, TCBI, SU, VT			B	A
32 Landing gear	Anti-skid test switch Parking brake OFF.	No	Yes Normals		ST, TCBI, SU, VT			B	A
32 Landing gear	NWS deflection is +/- 70 degrees with tiller and rudder pedal movement will deflect NW +/- 5 degrees	No	No	HO				A	A
33 Lighting	No overhead panel dome lights	No	No	HO				A	A
33 Lighting	Dual nose landing lights	No	No	HO				A	A
33 Lighting	Four exterior lights per side for emergency exit lighting	No	No	HO				A	A
33 Lighting	EMER LTS OFF light on the EMER LTS panel illuminates coincident with the EMER LTS OFF caution message	No	Minor Normals	HO				A	A
34 Flight Instr	Mach transducer and selector valves in pitot static system	No	Minor Abnormal	HO				A	A
34 Flight Instr	Two separate standby instruments provide airspeed, altitude, attitude, slip/skid, and localizer/glideslope information	No	Minor Normals		ST, TCBI, SU, VT			B	B
35 Oxygen	Overboard discharge indicator located on right side of fuselage	No	No	HO				A	A
36 Pnuematics	Thrust reversers are powered by 14th stage bleed air	No	No		ST, TCBI, SU, VT			B	B
36 Pneumatics	10th and 14th stage bleed air systems controlled by manual manipulation of bleed air switches with APU Interlock Protection System	No	Yes Normals			ICBI, CSS, CPT, PTT, FTD 2-5		C	B
36 Pneumatics	10th stage manifold services: air conditioning, engine starting. 14th stage manifold services: anti-ice systems. Single pack ops.	No	Yes Abnormal		ST, TCBI, SU, VT			B	B
36 Pneumatics	Bleed air leak detection test conducted first flight of the day	No	Yes Normals			ICBI, CSS, CPT, PTT, FTD 2-5		C	B

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2D24 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
49 APU	30 kVA generator APU Intake Door EICAS Indications: CLSD, MID and OPEN Shared APU and Crossflow fuel pump Fuel supply, both wing tanks AVAIL light = ready for pneumatic loading, APU GCU determines when electrical loading is available	No	Yes Normals Abnormal Emergency		ST, TCBI, SU, VT			B	A
52 Doors	Two over wing emergency exits Minor changes to Doors synoptic page and EICAS messages	No	Minor Messages	HO				A	A
70 Powerplant	Hydro-mechanically and N1 speed governing	No	No		ST, TCBI, SU, VT			A	A
70 Powerplant	APR and ENG SPEED control panel	No	Yes Normals		ST, TCBI, SU, VT			A	A
70 Powerplant	Thrust Lever retarder control system	No	No		ST, TCBI, SU, VT			B	B
70 Powerplant	Emergency stow PBAs for thrust reversers	No	Yes Normals Emergency			FTD 2-5		**C**	B
70 Powerplant	Pilot-managed start cycles for ATS and windmill starts	No	Yes Normals	HO				A	A
70 Powerplant	FMS generated thrust limits for: manually set, no detents Takeoff (TO) Flex (FLX) Climb (CLB) GoAround (GA) Max Continuous Thrust (MCT) Cruise (CRZ)	No	Minor Normals			ICBI, CSS, CPT, PTT, FTD 2-5		C	B
70 Powerplant	No high power schedule PBA	No	Yes	HO				A	A
70 Powerplant	Oil level test panel	No	Minor Normals		ST, TCBI, SU, VT			B	A

DIFFERENCE AIRCRAFT: CL-600-2B19 **BASE AIRCRAFT: CL-600-2D24** **APPROVED BY** **(POI)_____**				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
AFCS	FD target pitch attitude on takeoff is 15 degrees up and GA or SE takeoff is 10 degrees up	No	No		ST, TCBI, SU, VT			B	A
Taxi	Turning radius decreased	No	No	HO				A	A
Takeoff	Rotation rate is 3 degrees per second towards target FD	No	No	HO				A	A
Takeoff	Throttles manually placed in thrust caret, set by FMS	No	No			ICBI, CSS, CPT, PTT, FTD 2-5		B	B
Takeoff	No Flap 1 position: No requirement to monitor Vt -15 airspeed for flap retraction from flap 8 to flap1	No	Yes Normals			ICBI, CSS, CPT, PTT, FTD 2-5		B	B
Approach	Approach Attitude Comparison **CRJ900** **CRJ200** Normal Single Engine Flapless (slats 20) N/A Slatless (flaps 45) Normal Single Engine Flapless	Yes	No		VT			B	B
Landing	Minimal flare required	Yes	No		VT			B	B

DIFFERENCE AIRCRAFT: CL-600-2D24 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Aircraft General	<u>Fuselage</u> Length: 118 ft, 11 in. (36.24 m) Increase of 12 ft, 3 in. (3.73 m) Wingspan: 81 ft, 7 in. (24.87m) Increase of 5 ft, 4 in. (1.62 m) Tailspan: 28 ft. (8.54 m) No Change Height: 24 ft, 7 in. (7.49 m) Decrease of 0 ft, 3 in. (0.08 m)	No	No	HO				A	A
Aircraft General	<u>Performance</u> Max T.O. Weight: 84,500 lb. (38,329 kg) Increase of 9,500 lb. (4,309 kg) Max Landing Weight: 75,100 lb. (34,065 kg) Increase of 8,100 lb. (3,674 kg) Fuel Capacity: 2902 U.S. gal. (10,977 L) No Change	No	No	HO				A	A
Aircraft General	<u>Wheel Base</u> Main Wheel Track: 13 ft, 6 in. (4.0 m) No Change Nose to Main Wheels: 48 ft, 4 in. (14.73 m) Increase of 7 ft, 6 in. (2.29 m)	No	No	HO				A	A
Aircraft General	<u>Powerplant</u> GE CF34-8C5 14,255 lb. of thrust, APR Increase of 720 lb. of thrust	No	No	HO				A	A
Aircraft General	Increase of 20 passengers in payload capacity	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D24 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
52 Doors	Two forward cargo bay door (2 total)	No	Minor Normals	HO				A	A
52 Doors	Four over wing emergency exits Minor EICAS changes	No	No	HO				A	A
Limitations	Engine parameters; Flap 20 VFE Tire speed Ground turning radius These are not all inclusive.	No	Yes Limits	HO				A	A
Limitations	MMO above FL340 is 0.84M Decrease of 0.01 m	No	Yes Limits	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D24 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
27 Flight Controls	Slat/flap relationship: When flap lever is selected to 20 degrees, slats are at 20 degrees and flaps are at 20 degrees	No	No	HO				A	A
27 Flight Controls	Emergency Flap when selected, slats move to 20 degrees and flaps are at 20 degrees	No	No	HO				A	A
32 Landing gear	Increase in tire speed	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D24 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Taxi	Increase in taxi turning radius	No	No	HO				A	A
Landing	More pronounced flare	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2D24 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Aircraft General	<u>Fuselage</u> Length: 106 ft, 8 in. (32.51 m) Decrease of 12 ft, 3 in. (3.73 m) Wingspan: 76 ft, 3 in. (23.25 m) Decrease of 5 ft, 4in. (1.62 m) Tailspan: 28 ft, 0 in. (8.54 m) No Change Height: 24 ft, 10 in. (7.57 m) Increase of 0 ft, 3 in. (0.08 m)	No	No	HO				A	A
Aircraft General	<u>Performance</u> Max T.O. Weight: 75,000 lb. (34,020 kg) Decrease of 9,500 lb. (4,309 kg) Max Landing Weight: 67,000 lb. (30,390 kg) Decrease of 8,100 lb. (3,674kg) Fuel Capacity: 2902 U.S. gal. (10,977 L) No change	No	No	HO				A	A
Aircraft General	<u>Wheel Base</u> Main Wheel Track: 13 ft, 6 in. (4.0 m) No Change Nose to Main Wheels: 40 ft, 10 in. (12.44 m) Decrease of 7 ft, 6 in. (2.29 m)	No	No	HO				A	A
Aircraft General	<u>Powerplant</u> GE CF34-8C1 or GE CF34-8C5B1 13,790 lb. of thrust, APR Decrease of 720 lb. of thrust	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2D24 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Aircraft General	Decrease of 20 passengers in payload capacity	No	No	HO				A	A
52 Doors	One forward cargo bay door	No	Minor Normals	HO				A	A
52 Doors	Two over wing emergency exits Minor EICAS changes	No	No	HO				A	A
Limitations	Engine parameters; Flap 20 VFE Tire speed Ground turning radius These are not all inclusive.	No	Yes Limits	HO				A	A
Limitations	MMO is 0.85M above FL340 Increase of 0.01M	No	Yes Limits	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2D24 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
27 Flight Controls	Slat/flap relationship: When flap lever is selected to 20 degrees, slats are at 25 degrees and flaps are at 20 degrees	No	No	HO				A	A
27 Flight Controls	Emergency Flap when selected, slats move to 25 degrees and flaps are at 20 degrees	No	No	HO				A	A
32 Landing gear	Tire speed reduced	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2D24 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Taxi	Decrease in taxi turning radius	No	No	HO				A	A
Landing	Less pronounced flare	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D15 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Aircraft General	<u>Fuselage</u> Length: 118 ft, 11 in. (36.24 m) Increase of 31 ft, 1 in. (9.47 m) Wingspan: 81 ft, 7 in. (24.87 m) Increase of 12 ft, 1 in. (3.66 m) Tailspan: 28 ft (8.54 m) Increase of 7 ft, 8 in. (2.23 m) Height: 24 ft, 7 in. (7.49 m) Increase of 3 ft, 11 in. (1.19 m)	No	No	HO				A	A
Aircraft General	<u>Performance</u> Max T.O. Weight: 84,500 lb. (38,329 kg) Increase of 31,500 lb. (14,288 kg) Max Landing Weight: 75,100 lb. (34,065 kg) Increase of 28,100 lb. (12,746 kg) Fuel Capacity: 2902 U.S. gal. (10,977 L) Increase of 751 gal. (2,835 L)	No	No	HO				A	B
Aircraft General	<u>Wheel Base</u> Main Wheel Track: 13 ft, 6 in. (4.0 m) Increase of 3 ft, 2 in. (0.96 m) Nose to Main Wheels: 48 ft, 4 in. (14.73 m) Increase of 12 ft. (3.66 m)	No	No	HO				A	A
Aircraft General	<u>Powerplant</u> GE CF34-8C5 14,510 lb. of thrust, APR Increase of 5,290 lb. of thrust	No	No	HO				A	A
Aircraft General	Forward cargo bay	No	Yes Emerg.	HO				A	A
Aircraft General	Increase of 25 passengers in payload capacity	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D15 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Aircraft General	Addition of second Flight Attendant position	No	No	HO				A	A
24 Electrics	Revised architecture	No	Yes Normals		ST, TCBI, SU, VT			A	B
27 Flight Controls	Three panel slats on each wing	Minor	Yes Normals		ST, TCBI, SU, VT			A	A
49 APU	Tailcone mounted	No	Minor Normals	HO				A	A
52 Doors	Two forward cargo bay doors	No	Minor Normals	HO				A	A
52 Doors	Two additional overwing emergency exits	No	No	HO				A	A
Limitations	APU operating limits; Engine parameters; Gear extension speed; Taxi turning radius; These are not all inclusive	No	Yes Limits		ST, TCBI, SU, VT			B	B
Limitations	MMO above FL340 is 0.84M Decrease of 0.01 m	No	Yes Limits	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D15 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
21 ECS	Recirculated air distribution system with fan control switch	No	Minor Normals	HO				A	A
21 ECS	No dedicated fan for avionics bay cooling	No	Minor Normals	HO				A	A
21 ECS	No dedicated standby fan for EFIS cooling. Backup cooling is via ECS airflow.	No	Minor Normals	HO				A	A
21 ECS	Selected and actual temp displayed on ECS synoptic page	No	Minor Normals	HO				A	A
21 ECS	Revised architecture. No dedicated cargo bay fan	No	No	HO				A	A
21 ECS	Revised architecture. One electrically operated outflow valve, two safety valves, one ground valve	No	No	HO				A	A
24 Electrics	CB panels 3 and 4 removed; 40 kVA generator (no load shedding for failed generator); Generator switches (3) always left in AUTO; AC Utility buses removed; ACPC controls switching automatically; 4 - 120A TRUs instead of 5 - 100A TRUs; Bus Ties are automatic (controlled by DCPC). Switchlights removed on electrical power panel; Service bus powered from DC bus 2; One DC utility bus; DC external power plug and DC external switchlight removed; New ADG bus installed; AC Electric synoptic changes; ADC (no lamp test); Battery chargers, battery location.	No	Minor Normals		ST, TCBI, SU, VT			B	B
26 Fire/Ovht	Simplified testing procedure. Automatic BITE and MDC interface	No	Minor Normals	HO				A	A
26 Fire/Ovht	No jetpipe overheat detection	No	No	HO				A	A
26 Fire/Ovht	Fire suppression for forward cargo area. Common Halon system used to supply both compartments. Three cargo smoke detectors.	No	Minor Normals	HO				A	A
27 Flight Controls	No dedicated spoileron control surface. Multifunction spoilers act as flight spoiler or spoileron or ground lift dump.	No	No		ST, TCBI, SU, VT			A	A
27 Flight Controls	No flutter dampers on elevators	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D15 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
27 Flight Controls	Rudder limiter incorporated, function of speed and flap position controlled by SSCU	No	No		ST, TCBI, SU, VT			A	A
27 Flight Controls	Power up BITE test starts only when all three hydraulic systems are fully powered. A SPLR/STAB IN TEST advisory message is posted on EICAS during this test - All flt control systems are inoperative during the test	No	Minor Normals	HO				A	A
27 Flight Controls	For redundancy, emergency slat/flap switch added to drive slats to 20 degrees and flaps to 20 degrees with a slat/flap selector failure	No	Yes Abnorm		ST, TCBI, SU, VT			B	B
27 Flight Controls	Slat/flap lever has 6 positions	No	Minor Normals	HO				A	A
28 Fuel	No gravity refuel capability on center tank	No	Yes	HO				A	A
28 Fuel	Dedicated cross-flow pump	No	No	HO				A	A
28 Fuel	Bulk fuel temperature sensor in right main tank	No	No	HO				A	A
28 Fuel	Fuel synoptic changes	No	No	HO				A	A
29 Hydraulics	1B/2B pump is not load shed when respective engine GEN is not operating	No	Minor Abnorm	HO				A	A
29 Hydraulics	Thrust reversers are powered by hydraulics	No	No	HO				A	A
29 Hydraulics	Hydraulic SOV switches added to isolate EDP during low pressure condition without shutting down the engine	No	Minor Normals Abnormal		ST, TCBI, SU, VT			B	B
30 Ice and Rain	No cowl anti-ice blowout plug on engines	No	Minor Normals	HO				A	A
30 Ice and Rain	Revised architecture for cowl anti-icing duct leak detection in pylon area	No	Minor New msg.	HO				A	A
30 Ice and Rain	Simplified cowl and wing anti-ice synoptic page	No	No	HO				A	A
30 Ice and Rain	Air data probes and sensor anti-icing tested before flight with ICE DET switchlight	No	Minor Normals	HO				A	A
30 Ice and Rain	Revised architecture for wing OVHT protection. No STBY mode for wing anti-ice required.	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D15 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
30 Ice and Rain	Windshield wiper has intermittent position.	NO	No	HO				A	A
30 Ice and Rain	Variable white arcs on the N2 gauges. Range of arc varies with engine bleed condition.	No	No		ST, TCBI, SU, VT			B	B
30 Ice and Rain	Wing anti-ice system tested continuously. No test switch (automatic function)	No	Minor Normals	HO				A	A
32 Landing gear	Nose doors are mechanical	No	No	HO				A	A
32 Landing gear	Cantilever assemblies on main gear with shimmy dampers	No	Minor Normals	HO				A	A
32 Landing gear	No main gear dust pin covers	No	No	HO				A	A
32 Landing gear	No FLT/NORM switch installed on forward external service panel	No	Minor Normals	HO				A	A
32 Landing gear	No anti-skid test switch. Revised anti-skid test procedure.	No	Yes Normals		ST, TCBI, SU, VT			B	B
32 Landing gear	NWS deflection is +/- 80 degrees with tiller and rudder pedal movement will deflect NW +/- 8 degrees	No	No	HO				A	A
32 Landing gear	Increased tire speed limit	No	No	HO				A	A
33 Lighting	Overhead panel dome lights installed	No	No	HO				A	A
33 Lighting	Single nose landing light	No	No	HO				A	A
33 Lighting	Three exterior lights per side for emergency exit lighting	No	No	HO				A	A
33 Lighting	No EMER LTS OFF light on panel. EMER LTS OFF caution message only	No	Minor Normals Abnormal	HO				A	A
34 Flight Instr.	No mach transducer or selector valves in pitot static system	No	Minor Normals	HO				A	A
34 Flight Instr.	One electronic integrated standby indicator provides airspeed, altitude, attitude, slip/skid, and localizer/glideslope information	No	Minor Normals	HO				A	A
35 Oxygen	Overboard discharge indicator located on left side of fuselage	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D15 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
36 Pneumatics	New flight deck bleed air panel. Engine bleed air taken from either 6th or 10th stage to supply common manifold. Bleed air selection is automatic when in AUTO mode. Provisions for manual switching.	No	Yes Normals / Abnorm		ST, TCBI, SU, VT			B	B
36 Pneumatics	Power On automatic bleed air leak detection test	No	Minor Normals	HO				A	A
49 APU	40 kVA generator; No APU intake door 'MID' EICAS indication; Dedicated APU fuel pump; APU Fuel supply, left collector tank; AVAIL light = ready for electrical loading, ECU determines when pneumatic loading is available; No fire horn; Start cycle.	No	No		ST, TCBI, SU, VT			A	B
52 Doors	Four overwing emergency exits. Minor changes to doors synoptic page and EICAS messages	No	Minor Messages	HO				A	A
70 Powerplant	FADEC controlled	No	Minor Normals			ICBI, CSS, CPT, FTD 2-5		B	B
70 Powerplant	N1 and N2 sync control panel	No	Minor Normals Abnormal	HO				A	A
70 Powerplant	FADEC controlled start cycle for ATS and windmill starts	No	Minor Normals			ICBI, CSS, CPT, FTD 2-5		B	B
70 Powerplant	Thrust reversers hydraulically-actuated. No thrust lever retarder control system	No	No		ST, TCBI, SU, VT			B	B
70 Powerplant	No emergency stow PBAs	No	Minor Normals		ST, TCBI, SU, VT			B	B
70 Powerplant	High power schedule PBA	No	Yes		ST, TCBI, SU, VT			B	B

DIFFERENCE AIRCRAFT: CL-600-2D15 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
70 Powerplant	FADEC generated thrust limits for: (automatic with thrust levers in respective detent) Takeoff (TO) Flex (FLX) Climb (CLB) Go Around (GA) Max Continuous Thrust (MCT) Cruise (CRZ) – manually set in the cruise range	No	No		ST, TCBI, SU, VT			B	B
70 Powerplant	Engine oil test panel removed. Engine oil level quantities provided on menu page	No	Minor Normals	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D15 BASE AIRCRAFT: CL-600-2B19 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
AFCS	Initial takeoff pitch is optimized to takeoff V speeds	No	No		ST, TCBI, SU, VT			B	B
Taxi	Turning radius decreased	No	No	HO				A	A
Takeoff	Rotation rate is 3-5 degrees per second towards target FD	No	No	HO				A	A
Takeoff	Throttles placed in"TOGA" detent and thrust is set into N1 caret by FADEC. Throttles placed in "CLB" detent and trust is set into N1 caret by FADEC	No	No			CSS, PTT, FTD 2-5		B	B
Takeoff	Flap retraction: Flaps 8 takeoff - Flaps retracted to '1' from '8' at V2 + 12 and to '0' from '1' at VT –15 kts. Flaps 20 takeoff – Flaps retracted to '8' from '20' at V2 + 12 and to '1' from '8' at V2 + 20 and then to '0' from '1' at VT –15 kts.	No	Yes Normals			CSS, PTT, FTD 2-5		C*	B
Approach	Approach Attitude Comparison CRJ200 CRJ705 Single Engine Normal N/A…… Flapless (Slats 20) Normal Slatless (Flaps 45) Flapless Single Engine	Yes	No		VT			B	A
Landing	More pronounced flare	Yes	No		VT			B	B

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2D15 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Aircraft General	<u>Fuselage</u> Length: 87 ft, 10 in. (26.77 m) Decrease of 31 ft, 1 in. (9.47 m) Wingspan: 69 ft, 6 in. (21.21 m) Decrease of 12 ft, 1 in. (3.66 m) Tailspan: 20 ft, 4 in (6.20 m) Decrease of 7 ft, 8 in. (2.23 m) Height: 20 ft, 8 in. (6.30 m) Decrease of 3 ft, 11 in. (1.19 m)	No	No	HO				A	A
Aircraft General	<u>Performance</u> Max T.O. Weight: 53,000 lb. (24,041 kg) Decrease of 31,500 lb. (14,288 kg) Max Landing Weight: 47,000 lb. (21,319 kg) Decrease of 28,100 lb. (12,746kg) Fuel Capacity: 2151 U.S. gal. (8,142 L) Decrease of 751 gal. (2,835L)	No	No	HO				A	A
Aircraft General	<u>Wheel Base</u> Main Wheel Track: 10 ft, 4 in. (3.15 m) Decrease of 3 ft, 2 in, (0.96 m) Nose to Main Wheels: 36 ft, 4 in. (11.07 m) Decrease of 12 ft. (3.66 m)	No	No	HO				A	A
Aircraft General	Powerplant GE CF34-3B1 9,220 lb. of thrust, APR Decrease of 5,290 lb. of thrust	No	No	HO				A	A
Aircraft General	No forward cargo bay	No	Minor	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2D15 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Aircraft General	Decrease of 25 passengers in payload capacity	No	No	HO				A	A
Aircraft General	One Flight Attendant position	No	No	HO				A	A
24 Electrics	Architectural differences	No	Minor (Ext. DC)		ST, TCBI, SU, VT			A	A
27 Flight Controls	No slats on wings	Minor	Yes Normals	HO				A	A
49 APU	Located in aft equipment bay Intake/exhaust/hazard areas	No	Minor Normals	HO				A	A
52 Doors	Two overwing emergency exits	No	No	HO				A	A
Limitations	APU operating limits; Engine parameters; Gear extension speed; Windshield wipers; Single pack ops.; Crosswind; Cargo (fire); Cold soak (T/R's); These are not all inclusive	No	Yes Limits		ST, TCBI, SU, VT			B	B
Limitations	MMO above FL340 is 0.85M Increase of 0.01 m	No	Yes Limits	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2D15 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
21 ECS	No recirculation feature	No	Minor Normals	HO				A	A
21 ECS	Dedicated avionics bay cooling system with fan control	No	Minor Normals		ST, TCBI, SU, VT			B	A
21 ECS	Cabin actual temperature indications only	No	Minor Normals	HO				A	A
21 ECS	Dedicated cargo bay fan	No	Minor Msg.	HO				A	A
21 ECS	Architectural differences: two pneumatically controlled outflow/safety valves overboard and inboard ground valves	No	No	HO				A	A
24 Electrics	CB panels 3 and 4 on flight deck; 30 kVA generator (load shedding for failed generator); Generator switches (3) manually selected from OFF to ON after engine start; Two AC Utility busses, loadshed under certain conditions; No ACPC installed, individual relays accomplish switching; 5 - 100A TRUs instead of 4 - 120A TRUs; Bus Ties 1 and 2 are automatic. ESS Tie is manually selected. Switchlights on electrical power service panel; Service bus powered from SERV TRU; Two DC utility busses; DC external power plug with external DC switchlight on electrical panel; ADG feeds directly to AC essential bus; System affected during AC power transfer (loss of AC Bus 2). Battery chargers, Battery location.	No	Minor Normals, Abnormal, Emergency		ST, TCBI, SU, VT			B	B
26 Fire/Ovht	Non-automated testing procedure.	No	Yes Normals			ICBI, CSS, CPT, PTT, FTD 2-5		C	B
26 Fire/Ovht	JETPIPE OVHT detection; Emergency Procedure (Recall)	No	Msg.		ST, TCBI, SU, VT			B	B
27 Flight Controls	Dedicated spoileron control surface and dedicated flight spoiler control surface	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2D15 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
27 Flight Controls	Flutter dampers on elevators	No	No	HO				A	A
27 Flight Controls	No rudder limiter	No	No	HO				A	A
27 Flight Controls	No power up BITE test or SPLR/STAB IN TEST advisory message	No	Minor Normals	HO				A	A
27 Flight Controls	No emergency flap switch	No	Yes Abnorm	HO				A	A
27 Flight Controls	Flap lever has 5 positions	No	Minor Normals	HO				A	A
28 Fuel	Gravity refuel capability on center tank	No	Yes	HO				A	A
28 Fuel	Shared APU and crossflow fuel pump	No	No	HO				A	A
28 Fuel	Bulk fuel temperature sensor in left main tank	No	No	HO				A	A
29 Hydraulics	1B/2B pump is load shed when respective GEN is not operating	No	Minor Abnormal	HO				A	A
29 Hydraulics	No hydraulic SOV switches	No	Minor Abnormal	HO				A	A
30 Ice and Rain	Cowl anti-icing valves pressure regulated with overpressure protection (Anti-ice blowout plug on engines)	No	Minor Normals	HO				A	A
30 Ice and Rain	Revised architecture for cowl anti-icing duct leak detection in pylon area	No	Minor	HO				A	A
30 Ice and Rain	Air data probes and sensor anti-icing not tested	No	No	HO				A	A
30 Ice and Rain	Wing anti-icing two operating temperature modes NORM and STBY are manually selectable	No	Minor Abnormal		ST, TCBI, SU, VT			B	A
30 Ice and Rain	Amber arcs on the N2 gauges. Range from 0 -78%	No	No	HO				A	A
30 Ice and Rain	Wing anti-ice system test switch	No	Minor Normals		ST, TCBI, SU, VT			B	B
30 Ice and Rain	Architectural differences on synoptic page	No	No	HO				A	A
30 Ice and Rain	Cowl and wing anti-ice deactivated during thrust reverser deployment	No	No	HO				A	A
32 Landing gear	Nose doors are powered by hydraulics	No	Minor Normals			FTD 2-5		B	A
32 Landing gear	Trailing link assemblies on main gear without shimmy dampers	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2D15 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
32 Landing gear	Decreased tire speed limit	No	No	HO				A	A
32 Landing gear	Main gear pin dust cover	No	Minor Normals	HO				A	A
32 Landing gear	FLT/NORM switch on forward external service panel	No	Minor Normals		ST, TCBI, SU, VT			B	A
32 Landing gear	Anti-skid test switch Parking brake OFF.	No	Yes Normals		ST, TCBI, SU, VT			B	A
32 Landing gear	NWS deflection is +/- 70 degrees with tiller and rudder pedal movement will deflect NW +/- 5 degrees	No	No	HO				A	A
33 Lighting	No overhead panel dome lights	No	No	HO				A	A
33 Lighting	Dual nose landing lights	No	No	HO				A	A
33 Lighting	Four exterior lights per side for emergency exit lighting	No	No	HO				A	A
33 Lighting	EMER LTS OFF light on the EMER LTS panel illuminates coincident with the EMER LTS OFF caution message	No	Minor Normals	HO				A	A
34 Flight Instr.	Mach transducer and selector valves in pitot static system	No	Minor Abnormal	HO				A	A
34 Flight Instr.	Two separate standby instruments provide airspeed, altitude, attitude, slip/skid, and localizer/glideslope information	No	Minor Normals		ST, TCBI, SU, VT			B	B
35 Oxygen	Overboard discharge indicator located on right side of fuselage	No	No	HO				A	A
36 Pneumatics	Thrust reversers are powered by 14th stage bleed air	No	No		ST, TCBI, SU, VT			B	B
36 Pneumatics	10th and 14th stage bleed air systems controlled by manual manipulation of bleed air switches with APU interlock protection system	No	Yes Normals			ICBI, CSS, CPT, PTT, FTD 2-5		C	B
36 Pneumatics	10th stage manifold services: air conditioning, engine starting. 14th stage manifold services: anti-ice systems. Single pack ops.	No	Yes Abnormal		ST, TCBI, SU, VT			B	B
36 Pneumatics	Bleed air leak detection test conducted first flight of the day	No	Yes Normals			ICBI, CSS, CPT, PTT, FTD 2-5		C	B

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2D15 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
SYSTEM	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
49 APU	30kVA generator; APU Intake Door EICAS Indications: CLSD, MID and OPEN; Shared APU and Crossflow fuel pump; Fuel supply, both wing tanks; AVAIL light = ready for pneumatic loading, APU GCU determines when electrical loading is available. Fire horn; start cycle.	No	Yes Normals Abnormal Emergency		ST, TCBI, SU, VT			B	A
52 Doors	Two overwing emergency exits Minor changes to doors synoptic page and EICAS messages	No	Minor Messages	HO				A	A
70 Powerplant	Hydro-mechanical and N1 speed governing	No	No		ST, TCBI, SU, VT			A	A
70 Powerplant	APR and ENG SPEED control panel	No	Yes Normals		ST, TCBI, SU, VT			A	A
70 Powerplant	Thrust lever retarder control system	No	No		ST, TCBI, SU, VT			B	B
70 Powerplant	Emergency stow PBAs for Thrust Reversers	No	Yes Normals Emergency			FTD 2-5		C	B
70 Powerplant	Pilot-managed start cycles for ATS and windmill starts	No	Yes Normals	HO				A	A
70 Powerplant	FMS generated thrust limits for: manually set, no detents Takeoff (TO) Flex (FLX) Climb (CLB) GoAround (GA) Max Continuous Thrust (MCT) Cruise (CRZ)	No	Minor Normals			ICBI, CSS, CPT, PTT, FTD 2-5		C	B
70 Powerplant	High power schedule PBA	No	Yes	HO				A	A
70 Powerplant	Oil level test panel	No	Minor Normals		ST, TCBI, SU, VT			B	A

DIFFERENCE AIRCRAFT: CL-600-2B19 BASE AIRCRAFT: CL-600-2D15 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
MANEUVER	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
AFCS	FD target pitch attitude on takeoff is 15 degrees up and GA or SE takeoff is 10 degrees up	No	No		ST, TCBI, SU, VT			B	A
Taxi	Turning radius decreased	No	No	HO				A	A
Takeoff	Rotation rate is 3 degrees per second towards target FD	No	No	HO				A	A
Takeoff	Throttles manually placed in thrust caret, set by FMS	No	No			ICBI, CSS, CPT, PTT, FTD 2-5		B	B
Takeoff	No Flap 1 position: no requirement to monitor Vt -15 airspeed for flap retraction from flap 8 to flap1	No	Yes Normals			ICBI, CSS, CPT, PTT, FTD 2-5		B	B
Approach	Approach Attitude Comparison CRJ705 CRJ200 Normal Single Engine Flapless (slats 20) N/A Slatless (flaps 45) Normal Single Engine Flapless	No	No		VT			B	B
Landing	Minimal flare required	No	No		ST, TCBI, SU, VT			B	B

DIFFERENCE AIRCRAFT: CL-600-2D15 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				**COMPLIANCE METHOD**					
				TRAINING				**CHKG/CURR**	
DESIGN	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**LVL A**	**LVL B**	**LVL C**	**LVL D**	**CHK**	**CURR**
Aircraft General	<u>Fuselage</u> Length: 118 ft, 11 in. (36.24 m) Increase of 12 ft, 3 in. (3.73 m) Wingspan: 81 ft, 7 in. (24.87 m) Increase of 5 ft, 4 in. (1.62 m) Tailspan: 28 ft. (8.54 m) No change Height: 24 ft, 07 in. (7.49 m) Decrease of 3 in. (0.08 m)	No	No	HO				A	A
Aircraft General	<u>Performance</u> Max T.O. Weight: 84,500 lb. (38,329 kg) Increase of 9,500 lb. (4,309 kg) Max Landing Weight: 75,100 lb. (34,065 kg) Increase of 8,100 lb. (3,674 kg) Fuel Capacity: 2902 U.S. gal. (10,977 L) No change	No	No	HO				A	A
Aircraft General	<u>Wheel Base</u> Main Wheel Track: 13 ft, 6 in. (4.0 m) No change Nose to Main Wheels: 48 ft, 4 in. (14.73 m) Increase of 7 ft, 6 in. (2.29 m)	No	No	HO				A	A
Aircraft General	Powerplant GE CF34-8C5 14,510 lb. of thrust, APR Increase of 720 lb. of thrust	No	No	HO				A	A
Aircraft General	Increase of 5 passengers in payload capacity	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D15 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
52 Doors	Additional forward cargo bay doors (2 Total)	No	Minor Normals	HO				A	A
52 Doors	Two additional overwing emergency exits (4 total) Minor EICAS changes	No	No	HO				A	A
Limitations	Engine parameters; Flap 20 VFE; Tire speed; Ground turning radius; These are not all inclusive	No	Yes Limits	HO				A	A
Limitations	MMO above FL340 is 0.84 M Decrease of 0.01 M	No	Yes Limits	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D15 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Aircraft General	Larger winglets	No	No	HO				A	A
27 Flight Controls	New slat/flap 20 relationship. When flap 20 selected, slats are 20 degrees	No	No	HO				A	A
27 Flight Controls	When emergency slats/flaps switch selected, slats are driven to 20 degrees and flaps to 20 degrees	No	No	HO				A	A
32 Landing gear	Tire speed increased	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D15 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Aircraft General	Larger winglets	No	No	HO				A	A
27 Flight Controls	New slat/flap 20 relationship. When flap 20 selected, slats are 20 degrees	No	No	HO				A	A
27 Flight Controls	When emergency slats/flaps switch selected, slats are driven to 20 degrees and flaps to 20 degrees	No	No	HO				A	A
32 Landing gear	Tire speed increased	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D15 BASE AIRCRAFT: CL-600-2C10 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Taxi	Increased taxi turning radius	No	No	HO				A	A
Landing	More pronounced flare	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2D15 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Aircraft General	Fuselage Length: 106 ft, 8 in. (32.51 m) Decrease of 12 ft, 3 in. (3.73 m) Wingspan: 76 ft, 3 in. (23.24 m) Decrease of 5 ft, 4 in. (1.62 m) Tailspan: 28 ft, 0 in. (8.54 m) No change Height: 24 ft, 10 in. (7.57 m) Increase of 3 in. (0.08 m)	No	No	HO				A	A
Aircraft General	Performance Max T.O. Weight: 75,000 lb. (34,020 kg) Decrease of 9,500 lb. (4,309 kg) Max Landing Weight: 67,000 lb. (30,390 kg) Decrease of 8,100 lb. (3,674 kg) Fuel Capacity: 2902 U.S. gal. (10,977 L) No change	No	No	HO				A	A
Aircraft General	Wheel Base Main Wheel Track: 13 ft, 2 in. (4.0 m) No Change Nose to Main Wheels: 40 ft, 10 in. (12.44 m) Decrease of 7 ft, 6 in. (2.29 m)	No	No	HO				A	A
Aircraft General	Powerplant GE CF34-8C1 or GE CF34-8C5B1 13,790 lb. of thrust, APR Decrease of 720 lb. of thrust	No	No	HO				A	A
Aircraft General	Decrease of 5 passengers in payload capacity	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2D15 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
52 Doors	One forward cargo bay door	No	Minor Normals	HO				A	A
52 Doors	Two fewer overwing emergency exits (2 total) Minor EICAS changes	No	No	HO				A	A
Limitations	Engine parameters; Flap 20 VFE; Tire speed; Ground turning radius. These are not all inclusive	No	Yes Limits	HO				A	A
Limitations	MMO is 0.85M above FL340 Increase of 0.01M	No	Yes Limits	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2D15 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Aircraft General	Smaller winglets	No	No	HO				A	A
27 Flight Controls	New slat/flap 20 relationship. When flap 20 selected, slats are 25 degrees	No	No	HO				A	A
27 Flight Controls	When emergency slats/flaps switch is selected, the slats are driven to 25 degrees and flaps to 20 degrees	No	No	HO				A	A
32 Landing gear	Tire speed reduced	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2C10 BASE AIRCRAFT: CL-600-2D15 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Taxi	Decreased taxi turning radius	No	No	HO				A	A
Landing	Less pronounced flare	No	No	HO				A	A

DIFFERENCE AIRCRAFT: CL-600-2D24 BASE AIRCRAFT: CL-600-2D15 APPROVED BY (POI)_____				COMPLIANCE METHOD					
				TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Aircraft General	Increase of 15 passengers in payload capacity	No	No	HO				A	A
Aircraft General	Decrease of 15 passengers in payload capacity	No	No	HO				A	A

APPENDIX – 3

COMPLIANCE CHECKLIST (CL-600-2B19)

The prototype aircraft, serial number 7003, which the FSB evaluated on November 2-5, 1992, was not fully representative of an U.S. production version airplane. Therefore, the FSB was unable to determine compliance with applicable Part 91 and 121 operating requirements at that time. In November 1993, Canadair submitted a checklist to the FSB indicating how the aircraft complies with Parts 91 and 121. The FSB was not able to validate that checklist, but has included it in this Appendix for informational purposes only.

RAZ-601R-107
Issue B
November 1993

FAA Operational Requirements/Compliance for Comair & Skywest Aircraft
Part 91 - General Operating and Flight Rules

Paragraph	*Requirement*	*Compliance*	*Remarks*
Subpart A - General			
.9	Civil Aircraft Flight Manual, Marking, and Placard Requirements		
(a)	Compliance with Flight Manual, Markings, and Placard Markings	---	Operator responsibility
(b)(1)	Availability of current Airplane Flight Manual in aircraft	An approved Airplane Flight Manual complying with FAR 25.1581 is provided with each aircraft.	Operator responsibility
(b)(2)	Airplane Flight Manual not required by FAR 21.5	N/A	
(c)	Identification of aircraft in accordance with FAR 45	A fireproof Identification Plate complying with FAR.45 is included in the baseline configuration (RAL-601R-0001); for Comair and Skywest aircraft, National Reg. Marks are provided as part of customer option mod. summaries **TC60041** and **TC60188** respectively.	
(d)	Helicopters: operation outside of height/speed envelope	N/A	
Subpart B - Flight Rules			
.191	Category II Manual	N/A - if Part 121 compliance is required	The aircraft has been approved for Category II operations. The Airplane Flight Manual reflects this capability.
Subpart C - Equipment, Instrument, and Certificate Requirements			

.203	Civil Aircraft: Certifications Required		
(a)	Valid C of A, Flight Permit, Registration Certificate.	---	Operator responsibility
(b)	Display of C of A or Flight Permit	A C of A holder is provided as a part of the Comair option mod. summary **TC60041** and Skywest option mod summary **TC60188**.	
(c)	Fuel tanks in the passenger compartment	N/A	
(d)	Compliance with FAR.34 (fuel venting and emissions)	Compliance with FAR.34 has been demonstrated during Type Certification ref. Canadair document RAP-601R-170.	
.205	Instrument and Equipment Requirements		
(a)	General	---	Operator responsibility
(b)	Day VFR	All equipment specified for Day VFR, as applicable to a turbine engine aircraft is included in the baseline configuration RAL-601R-0001, *except for*: Item (11) - Pyrotechnic signal devices are not provided. Life vests for crew only are included in mod.summary **TC60041** for Comair and **TC60188** for Skywest. Item (13) - N/A Item (15) - N/A Item (16) - N/A	
(c)	Night VFR	All equipment specified for Night VFR, Items (2) thru (6) are included in the baseline configuration RAL-601R-0001, *except for*: Item (6) - Spare fuses are not provided since all re-settable circuits are protected by circuit breakers.	
(d)	IFR	All equipment specified for IFR flight, Items (2) thru (9) are included in the baseline configuration	

		RAL-601R-0001.	
(e)	Flight at and above FL240	DME equipment is provided as part of the base-line configuration RAL-601R-0001.	
(f)	Category II Operations	All equipment as prescribed in paragraph (d) and Appendix A are provided as part of the baseline configuration RAL-601R-0001.	
.207	Emergency Locator Transmitters		
(a)	General	An emergency locator transmitter confor-ming to TSO-C91 is included in the base-line configuration RAL-601R-0001.	Operating condition, para. (a)(1) is an operator responsibility.
(b)	Location	The ELT is mounted on primary structure in the most-aft tail section of the fuselage in order to minimize the probability of damage in the event of crash impact.	
(c)	Battery condition	---	Operator responsibility
(d)	Ferrying with inoperative ELT	---	Operator responsibility
(e)	Exceptions to para. .207(a)	---	Exceptions noted. ELT, complying with TSO-C91 installed to satisfy FAR 121.353.
.209	Aircraft Lights		
(a)(b)(d)	Position and anti-collision lights	Position lights and anti-collision lights complying with FAR 25.1381 thru .1397 and 25.1401 respectively are included in the baseline configuration. In addition, red strobe lights for use on ground are included \in mod.summary **TC60020** for Comair and Skywest A/C (see FAA Issue Paper O-6).	Use of these lights is an operator responsibility.
(c)	Anchor lights	N/A	

.211	Supplemental Oxygen		
(a) (b)(1)	General	A flight crew supplemental oxygen system is included in the basic configuration. Crew oxygen masks are provided as an option. Mod.summary **TC60031**, introducing Eros Magic Mask equipment, was approved as part of the Type design. The configuration for Comair and Skywest includes this mod. Passenger supplemental oxygen is included in the customer interior option mod.summary **TC60041** (Comair) and **TC60188** (Skywest).	
(b)(2)	Pilot at controls	---	Operator responsibility
.215	ATC Transponder and Altitude Reporting Equipment and Use		
(a)	Transponder performance and environmental Requirements	A Collins Mode S Transponder with ATC Modes A and C conforming to TSO-C112 is included in the baseline configuration RAL-601R-0001.	Comair and Skywest operate under Part 121.
(b)(c)(d)	Transponder operations	---	Transponder operation is an operator responsibility.
.217	Data Correspondence between Automatically-Reported Pressure Altitude Data and Pilot's Reference		
(a)	ATC-directed deactivation	---	Operator responsibility
(b)	Encoded altitude accuracy	Mode C altitude-encoding equipment capable of transmitting altitude with at least 125-foot accuracy is provided in the basline configuration RAL-601R-0001..	Periodic testing and calibration is an operator responsibility.
(c)	Altimeter-encoding equipment specifications	Altimeters comform to TSO-C10B.	

.219	Altitude alerting system or device: Turbo-Jet Powered Civil Airplanes		
(a)	Operational Requirement for system	---	Operator responsibility
(b)	Altitude alerting system Requirements	An altitude alerting system which complies with Requirements (1) thru (5) is included in the baseline configuration RAL-601R-0001.	
(c)(d)	Operational procedures	---	Operator responsibility
.221	Traffic Alert and Collision Avoidance System Equipment and Use		
(a)	Requirement for an approved TCAS	A Traffic Alert and Collision Avoidance System is installed as part of the baseline configuration RAL-601R-0001.	
(b)	Required operation	---	Operator responsibility
Subpart D - Special Flight Operations			
.317	Provisionally-Certificated Civil Aircraft: Operating Limitations	N/A	Provisional Type Certification not requested.
Subpart E - Maintenance, Preventive Maintenance, and Alterations			
.409	Inspections	An approved maintenance schedule as per the Maintenance Planning Document (derived from the MSG-3 process) and an Aircraft Maintenance Manual complying with FAR 25.1529 and Appendix H is provided to each operator.	Operator responsible for accomplishing required maintenance.
.411	Altimeter System and Altitude Reporting Equipment Tests and Inspections	The Maintenance Manual includes the tests and inspections required by FAR 43 and appendices. The FAR 43 tests and inspections are conducted as a part of the Canadair Functional Test Plan for each	Operator responsibility

		aircraft prior to C of A.	
.413	ATC Transponder Tests and Inspections	*** *As above for 91.411* ***	Operator responsibility

Subpart F - Large and Turbine-Powered Multiengine Airplanes

.503	Flying Equipment and Operating Information		
(a)(1)	Flashlights	Two flashlights are provided as basic aircraft equipment.	Working condition is responsibility of operator.
(a)(2)	Cockpit checklist	Checklists are provided in the Airplane Flight Manual/Operating Manual.	
(a)(3) (4)	Aeronautical charts	---	Operator responsibility
(a)(5)	One engine inoperative climb performance data	The Airplane Flight Manual and Operating Manual contain the required data.	
(b),(c)	Cockpit checklist contents	The Airplane Flight Manual contains all required checks.	Operator responsibility to follow checklists.
(d)	Use of data by crew	---	Operator responsibility.
.517	Smoking and Safety Belt Signs		
(a)	Smoking and safety belt signs	Smoking and seat-belt signs complying with FAR 25.791 are installed per mod. summary **TC60041** (Comair) and **TC60188** (Skywest).	
(b)	Oral notification if no signs provided	N/A	
.521	Shoulder Harness	All flight crew positions are fitted with shoulder harnesses that comply with FAR 25.785 (at Amdt. 25-62) as basic equipment.	
.523	Carry-on Baggage		
(a)	Carry-on baggage compartment	Approved baggage and cargo storage compartments complying with FAR 25.787 are provided by mod. summary **TC60041**	Operator responsibility

		(Comair) and **TC60188** (Skywest).	
(b)	Stowage of baggage under passenger seats	Passenger seats incorporate baggage restraints which comply with FAR 25.561.	Operator responsibility
.525	Carriage of Cargo		
(a)	Carriage of cargo--Requirements	Approved cargo compartments, complying with the relevant Requirements of FAR 25.855 thru 25.858 are provided as basic equipment. Comair and Skywest aircraft are fitted with a Class C Compartment (mod.sum. **TC60039)**.	
(b)	Accessibility of compartments for fire extinguishing	N/A	No compartments require physical entry of a crew member for fire extinguishing.
.527	Operating in Icing Conditions		
(a)	Take-off with contaminated surfaces	---	Operator responsibility
(b),(c)	IFR/VFR flight into known or forecasted icing conditions	An ice protection system complying with FAR 25.1419 and Appendix C is installed as basic equipment. A red warning for ice detection is provided on Comair and Skywest aircraft by mod.summary **TC60158**.	
(d)	Flight into areas where icing forecasts were cancelled	---	Operator responsibility
Subpart G - Additional Equipment and Operating Requirements for Large and Transport Category Aircraft			
.603	Aural Speed Warning Device	Speed warning devices which comply with FAR 25.1303(c)(1) are included in the base-line configuration RAL-601R-0001.	
.605	Transport Category Civil Airplane Weight Limitations		
(a)	Conditions for aircraft certificated before October 1, 1958	N/A	

(b)	Maximum take-off and landing weights for airfield elevation, ambient temperature, wind and runway gradient	The Airplane Flight Manual contains all data necessary to enable the operator to comply with this Requirement. The Operating Manual (unapproved) contains flight planning data to enable computation of fuel and oil burned from departure to destination or alternate airport.	
.607	Emergency exits for airplanes carrying passengers for hire	N/A	CL-600-2B19 is certificated to FAR 25 subsequent to April 9, 1957.
.609	Flight Recorders and Cockpit Voice Recorders		
(a)	Operation with inactive flight recorder or cockpit voice recorder	---	Operator responsbility
(b)	Operation by other than holder of air carrier or commercial certificate	N/A	
(c)	Requirement for flight recorder	A digital flight recorder is included in the baseline configuration RAL-601R-0001, in accordance with FAR 25.1459.	
(d)	Flight recorder operation	---	Operator responsibility
(e),(f)	Requirement for cockpit voice recorder	A cockpit voice recorder is included in the baseline configuration RAL-601R-0001, in accordance with FAR 25.1457.	
(g)	Erasure of flight recorder data or cockpit voice recording	---	Operator responsibility

APPENDIX- 4

COMPLIANCE CHECKLIST (CL-600-2C10)

Results of evaluation conducted on serial no. 10004 on November 3, 2000.

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.9		Civil Aircraft Flight Manual, Marking, and Placard Requirements			Does not comply
91.9	(b)(1)	Availability of current Airplane Flight in aircraft	An FAA approved Airplane Flight Manual complying with FAR 25.1581 is provided with each aircraft.		Does not comply
91.9	(c)	Identification of aircraft in accordance with FAR 45	A fireproof identification plate complying with FAR 45 is included in the baseline configuration (RAL-670-0001).		Not demonstrated
91.189		Category II and III Operations	The aircraft will be approved for Category II operations post initial type certification. The Airplane Flight Manual will reflect this capability.		Not applicable
91.189	(a)(3),(b)	Instrument panel and equipment installed			Complies
91.191		Category II Manual	Not applicable - if Part 121 compliance is required. The aircraft will be approved for Category II operations post initial type certification. The Airplane Flight Manual will reflect this capability.		Not applicable
91.203		Civil Aircraft: Certifications Required			Not applicable
91.203	(a)	Valid C of A, Flight Permit, Registration Certificate.	---	Operator Responsibility	Does not comply
91.203	(c)	Fuel Tanks in the passenger compartment	Not applicable.		Not applicable
91.205		Instrument and Equipment Requirements			Complies
91.205	(a)	General	See Below	Operator Responsibility	Operator responsibility
91.205	(b)	Day VFR	All equipment specified for Day VFR, as applicable to a turbine engine aircraft is included in the baseline configuration RAL-670-0001, except for Item (12) - Pyrotechnic signal devices are not provided. Item (13) - Not applicable Item (16) - Not applicable Item (17) - Not applicable		Complies
91.205	(c)	Night VFR	All equipment specified for Night VFR, Items (2) thru (6) are included in the baseline configuration RAL-670-0001, except for: Item (6) - Spare fuses are not provided since all re-settable circuits are protected by circuit breakers.		Complies
91.205	(d)	IFR	All equipment specified for IFR flight, Items (2) thru (9) are included in the baseline configuration RAL-670-0001.		Complies
91.205	(e)	Flight at and above FL240	DME equipment is provided as part of the baseline configuration RAL-670-0001.		Complies
91.205	(f)	Category II Operations	All equipment as prescribed in paragraph (d) and Appendix A are provided as part of the baseline configuration RAL-670-0001.		Does not comply
91.207		Emergency Locator Transmitters			Complies

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.207	(a)	General	An emergency locator transmitter conforming to TSO-C91 is included in the baseline configuration RAL-670-0001.	Operating condition, para. (a)(1) is an operator responsibility.	Complies
91.207	(b)	Location	The ELT is mounted on primary structure in the most aft tail section of the fuselage in order to minimize the probability of damage in the event of crash impact.		Complies
91.207	(c)	Battery condition	---	Operator Responsibility	Complies
91.207	(d)	Ferrying with inoperative ELT	---		Not applicable
91.207	(e)	Exceptions to para. .207(a)	---	Exceptions noted. ELT, complying with TSO-C91 installed to satisfy FAR 121.353	Not applicable
91.209		Aircraft Lights			Complies
91.209	(a),(b), (d)	Position and anti-collision lights	Position lights and anti-collision lights complying with FAR 25.1381 thru 25.1397 and 25.1401 respectively are included in the baseline configuration.	Use of these lights is an operator responsibility.	Complies
91.209	(c)	Anchor Lights	Not applicable		Not applicable
91.211		Supplemental Oxygen			Complies
91.211	(a),(b)(1)	General	A flight crew supplemental oxygen system is included in the basic configuration. Crew oxygen masks are provided for both pilots and observers and the flight attendant.		Complies
91.211	(b)(2)	Pilot at Controls	----	Operator Responsibility	Complies
91.213		Inoperative Instruments and Equipment			Does not comply
91.213		Master Minimum Equipment List	The FAA have approved a MMEL for the Type Design aircraft.		Does not comply
91.215		ATC Transponder and Altitude Reporting Equipment and Use			Complies
91.215	(a)	Transponder performance and environmental requirements	Two Mode S Transponders with ATC Modes A and C conforming to TSO-C112 is included in the baseline configuration RAL-670-0001.		Complies
91.215	(b),(c), (d)	Transponder operations	----	Operator responsibility.	Complies
91.217		Data Correspondence between Automatically - Reported Pressure Altitude Data and Pilot's Reference			Not demonstrated
91.217	(b)	Encoded altitude accuracy	Mode C altitude – encoding equipment capable of transmitting altitude with at least 125-foot accuracy is provided in the baseline configuration RAL-670-0001.	Periodic testing and calibration is an operator responsibility.	Complies
91.217	(c)	Altimeter-encoding equipment specifications	Altimeters conform to TSO-C10.		Does not comply

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.219		Altitude alerting system or device: Turbo-Jet Powered Civil Airplanes			Complies
91.219	(a)	Operational Requirement for system	---	Operator Responsibility	Complies
91.219	(b)	Altitude Alerting System Requirements	An altitude alerting system which complies with Requirements (1) thru (5) is included in the baseline configuration RAL-670-0001.		Complies
91.219	(c),(d)	Operational Procedures	----	Operator Responsibility	Complies
91.221		Traffic Alert and Collision Avoidance System Equipment and Use			Complies
91.221	(a)	Requirement for an approved TCAS	A Traffic Alert and Collision Avoidance System is installed as part of the baseline configuration RAL-670-0001.		Complies
91.409		Inspections	An approved maintenance schedule as per the Maintenance Planning Document (derived from the MSG-3 process) and an Aircraft Maintenance Manual complying with FAR 25.1529 and Appendix H is provided to each operator .	Operator responsible for accomplishing required maintenance.	Does not comply
91.411		Altimeter System and Altitude Reporting Equipment Tests and Inspections	The Maintenance Manual includes the tests and inspections required by FAR 43 and appendices. The FAR 43 tests and inspections are conducted as a part of the Canadair Functional Test Plan for each aircraft prior to C of A.	Operator Responsibility.	Does not comply
91.413		ATC Transponder Tests and Inspections	The Maintenance Manual includes the tests and inspections required by FAR 43 and appendices. The FAR 43 tests and inspections are conducted as a part of the Canadair Functional Test Plan for each aircraft prior to C of A.		Does not comply
91.503	(a)(1)	Flashlights	Two flashlights are provided as basic aircraft equipment, one for each pilot's station.	Working condition is responsibility of operator.	Complies
91.503	(a)(2)	Cockpit checklist	Checklists are provided in the Airplane Flight Manual / Operating Manual.		Complies
91.503	(a)(3) & (a)(4)	Aeronautical charts	---	Operator Responsibility	Not applicable
91.503	(a)(5)	One engine inoperative climb performance data	The Airplane Flight Manual and Operating Manual contain the required data.		Not demonstrated
91.503	(b), (c)	Cockpit checklist contents	The Airplane Flight Manual contains all required checks.	Operator responsibility to follow checklists.	Complies
91.503	(d)	Use of data by crew	-----	Operator responsibility	Not applicable
91.517		Passenger Information			Does not comply
91.517	(a)	Smoking and safety belt signs	Smoking and seat-belt signs complying with FAR 25.791 are installed as part of the baseline configuration RAL-670- 0001.		Complies
91.517	(b)	Oral notification if no signs provided	Not applicable		Complies

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.521		Shoulder Harness	All flight crew positions are fitted with shoulder harnesses that comply with FAR 25.785 (at Amendment. 25-72) as basic equipment.		Complies
91.523		Carry-on baggage compartment			Complies
91.523	(a)	Carry-on baggage compartment	Approved baggage and cargo storage compartments complying with FAR 25.787 are provided.	Operator responsibility to ensure correct stowage.	Complies
91.523	(b)	Stowage of baggage under passenger seats	Passenger seats incorporate baggage restraints which comply with FAR 25.561.	Operator responsibility to ensure correct stowage.	Complies
91.525		Carriage of Cargo			Complies
91.525	(a)	Carriage of cargo - Requirements	Approved cargo compartments, complying with the relevant Requirements of FAR 25.855 thru 25.858 are provided as basic equipment. Aircraft is fitted with two Class C Cargo Compartments, one aft passenger cabin and one under the forward cabin area.		Complies
91.525	(b)	Accessibility of compartments for fire extinguishing	Not applicable	No compartments require physical entry of a crew member for fire extinguishing.	Not applicable
91.527	(a)	Take-off with contaminated surfaces	----	Operator Responsibility.	Complies
91.527	(b),(c)	IFR/VFR flight into known or forecasted icing conditions	An ice protection system complying with FAR 25.1419 and Appendix C is installed as basic equipment.		Does not comply
91.603		Aural Speed Warning Device	Speed warning devices which comply with FAR 25.1303(c)(1) are included in the baseline configuration RAL-670-0001.		Complies
91.605		Transport Category Civil Airplane Weight Limitations			Complies
91.605	(a)	Conditions for aircraft certificated before October 1, 1958	Not applicable		Not applicable
91.605	(b)	Maximum take-off and landing weights for airfield elevation, ambient temperature, wind and runway gradient.	The Airplane Flight Manual contains all data necessary to enable the operator to comply with this Requirement. The Operating Manual (unapproved) contains flight planning data to enable computation of fuel and oil burned from departure to destination or alternate airport.		Complies
91.607		Emergency exits for airplanes carrying passengers for hire.	Not applicable		Does not comply
91.609		Flight Recorders and Cockpit Voice Recorders			Complies
91.609	(c)	Requirement for flight recorder	A digital flight recorder is included in the baseline configuration RAL-670-0001, in accordance with FAR 25.1459,		Complies

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.609	(e),(f)	Requirement for cockpit voice recorder	A cockpit voice recorder is included in the baseline configuration RAL-670-0001, in accordance with FAR 25.1457.		Complies
121.135	(a)	Requirements	Manuals provided with aircraft comply with 121.135 and therefore 25.1581. Operator's responsibility to ensure that manuals listed in 121.133 are also compliant.		Operator responsibility
121.135	(b)	Personnel	Operator's responsibility to ensure that manuals contain information that is appropriate for each group of personnel.		Operator responsibility
121.135	(c)	Copy of manual	Operator's responsibility to ensure that a copy of the manual is maintained at its principal operations base.		Operator responsibility
121.141	(a)	Airplane flight manual.	An approved Airplane Flight Manual complying with 25.1581 is provided with each aircraft. Operator's responsibility to ensure Manual is in aircraft.		Not applicable
121.141	(b)	Manual required by 121.133	Operator's responsibility to either carry AFM or manual required by 121.133.		Not applicable
121.157	(a),(c) thru (g)	Other type of aircrafts.	Not applicable		Not applicable
121.157	(b)	Airplanes certificated after June 30, 1942.	The aircraft is certified as a transport category airplane and meets the requirements of 121.173 (a), (b), (d) and (e).		Not applicable
121.161	(a)	One hour single engine flight time from adequate airport	ETOPS has not been requested for the CL-600-2C10. Operator's responsibility to specify allowable routes.		Operator responsibility
121.161	(b)	Extended Over Water Operation	All aircraft configurations comply with the ditching requirements of 25.801 except that equipment required by 25.1411 and 25.1415 are installed by customer option only.		Does not comply
121.161	(c)	Exception	Not applicable. Exception granted to non-transport category land airplane.		Not applicable
121.163	(a)	Domestic or fl00 Air carrier	Not applicable		Not applicable
121.163	(b)	Class of operation	The aircraft complied with 21.35 during the Type Certification process.		Not applicable
121.163	(c)	Helicopter	Not applicable		Not applicable
121.163	(e)	Tests	Not applicable. The aircraft complied with 21.35 during the Type Certification process.		Not applicable
121.173	(a), (c), (e)	Other types of aircraft	Not applicable.		Not applicable
121.173	(b)	Turbine engine powered aircraft	The aircraft complies with applicable provisions of 121.189 thru 121.197.		Complies
121.189		Transport category airplanes: Turbine engine powered; takeoff limitations.	The Airplane Flight Manual (AFM) contains data to enable calculation of take off weight limits, accelerate/stop, takeoff distances corrected for airfield altitude, ambient temperature, runway gradient and wind. However it is the operator's responsibility to ensure compliance with data.		Complies

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.191		Transport category airplanes: Turbine engine powered: En route limitations: one engine inoperative.	The Airplane Flight Manual (AFM) contains approved one-engine inoperative net flight path data. However it is the operator's responsibility to ensure compliance with the data.		Does not comply
121.193		Transport category airplanes: Turbine engine powered: en route limitations: two engines inoperative.	The Airplane Flight Manual (AFM) contains approved two engines inoperative net flight path data. However it is the operator's responsibility to ensure compliance with the data.		Not applicable
121.195		Transport category airplanes: Turbine engine powered: landing limitations: destination airports.	The Airplane Flight Manual (AFM) contains approved landing limitations. However it is the operator's responsibility to ensure compliance with the data.		Operator responsibility
121.197		Transport category airplanes: Turbine engine powered: landing limitations: alternate airports.	The Airplane Flight Manual (AFM) contains approved landing limitations. However it is the operator's responsibility to ensure compliance with the data.		Operator responsibility
121.198		Transport category cargo service airplanes: Increased zero fuel and landing weights.	Not applicable.		Not applicable
121.215	(a)	Requirements	Noted.		Not demonstrated
121.215	(b)	Flash Resistant	All materials are flame resistant as required by 25.853 & App. F Part 1 & 2, they are therefore flash resistant.		Does not comply
121.215	(c)	Flame Resistant, Wall ceiling Panels	All cabin interiors are flame resistant and comply with the standards of FAR 25.853 & App. F Part 1 & 2.		Does not comply
121.215	(d)	Ash Trays	Where smoking is allowed, ashtrays are provided. Other compartments are placarded against smoking in accordance with 25.853.		Not applicable
121.215	(e)	Receptacles	Disposal receptacles are of Fire Resistant material (Aluminum alloy), with doors designed so that they remain self-closing as per 25.853.		Complies
121.217		Internal doors.	Not applicable. There are no internal doors.		Not applicable
121.219		Ventilation.	Passenger and crew compartment ventilation is compliant with 25.831. No partitions exist between compartments.		Complies
121.221	(a)(1)	Controls, wiring, lines,...	No compartment contains any control, wiring, lines, equipment or accessories whose damage or failure would affect the safe operation unless they are protected according to 25.855.		Not demonstrated
121.221	(a)(2)	Prevent interface	Means to prevent cargo or baggage from interfering with fire protective features are compliant with 25.855.		Complies
121.221	(a)(3)	Compartment materials	Materials used in the construction of the compartments meet requirements of 25.855.		Does not comply
121.221	(a)(4), (b) thru (f)	Safeguarding against fires	All classifications are in accordance with 25.855 and 25.857.		Does not comply

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.223		Proof of compliance with § 121.221.	Tests in flight have been conducted to show compliance with 121.121 and therefore 25.855.		Complies
121.227	(b)	Isolated lines	Lines that are isolated from the rest of the fuel system incorporate provisions for relieving excessive pressure.		Complies
121.229	(a)	Location	Fuel tanks are located in accordance with 121.255 and therefore comply with 25.967 and 25.1185.		Complies
121.229	(b)	Nacelle as tank wall	Not applicable.		Not applicable
121.229	(c)	Tank isolation	Fuel tanks are isolated as per 25.967.		Complies
121.233		Fuel lines and fittings in designated fire zones.	All fuel lines and fittings in designated fire zones comply with 121.259 and therefore comply with 25.993 and 25.1183.		Not demonstrated
121.235	(a)	Comply with 121.257	All fuel valves comply with shut-off means as per 25.1189.		Complies
121.235	(b)	Positive stops or index provisions	The fuel valve symbol on the EICAS provides a visual indication for each valve of fuel valuie open, closed or between open and closed.		Complies
121.235	(c)	Loads	All fuel valves are supported so that loads resulting are not transmitted to the lines connected to the valve as per 25.995.		Not demonstrated
121.237		Oil lines and fittings in designated fire zones.	All lines and fittings are compliant with 25.1183.		Not demonstrated
121.239		Oil valves.			Not demonstrated
121.239	(a)(1)	Compliance with 121.257	All oil valves meet requirements of 25.1189.		Not demonstrated
121.239	(a)(2)	Positive stops	Each oil valve has positive stops or suitable index provisions in the "on" and "off" positions as per 25.1025.		Not demonstrated
121.239	(a)(3)	Loads transmitted to lines	Each oil valve is supported so that loads are not transmitted to the lines attached to the valve as per 25.1025.		Not demonstrated
121.239	(b)	Propeller feathering	Not applicable.		Not applicable
121.241		Oil system drains.	Drains are accessible and manually or automatically locked according to 25.1021.		Complies
121.243	(a)	Condensed water vapor	Water cannot accumulate in any portion of breather lines as per 25.1017.		Not demonstrated
121.243	(b)	Discharge location	Discharge of engine breather lines are not located in a fire hazard location and do not strike the pilot's windshield as per 25.1017.		Not demonstrated
121.243	(c)	Discharge	Engine breathers do not discharge into the engine air induction system and comply with 25. 1017.		Not demonstrated
121.245		Fire walls.	All items are isolated from the rest of the airplane by means of firewalls or shrouds, or by other equivalent means as per 25.1191.		Complies
121.247		Fire wall construction.			Not demonstrated
121.247	(a)	Construction	No hazardous quantity of air, fluids, or flame can pass from the engine compartment to other parts of the airplane as per 25.1191.		Not demonstrated
121.247	(b)	Openings	All openings are sealed with fireproof material and comply with 25.1191.		Not demonstrated

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.247	(c)	Fireproof material	Each firewall and shroud is made of fireproof material and complies with 25.1191.		Not demonstrated
121.247	(d)	Corrosion	Each firewall and shroud is protected against corrosion and complies with 25.1191.		Not demonstrated
121.249		Cowling.			Not demonstrated
121.249	(a)	Design	Each cowling is designed and supported to resist to the vibration inertia and air loads according to 25.1193.		Not demonstrated
121.249	(b)	Draining and fireproof components	Provisions are made to allow rapid and complete drainage of the cowling. And all parts of the cowling subject to high temperatures are made of fireproof material as per 25.1193. Drains do not discharge in locations constituting a fire hazard and meet requirements of 25.1187.		Not demonstrated
121.251		Engine accessory section diaphragm.	Not applicable. The aircraft is not fitted with reciprocating engines.		Not demonstrated
121.253	(a)	Fire zones	Each designated fire zone meets the requirements of 25.1185 to 25.1203.		Not demonstrated
121.253	(b)	Definition	Designated fire zones are defined as per 25.1181.		Not demonstrated
121.255		Flammable fluids.			Not demonstrated
121.255	(a)	Tanks or reservoirs	No tanks or reservoirs containing flammable fluids are located in designated fire zones unless an equivalent degree of safety is provided to that which would exist if the tank or reservoir were outside that zone as per 25.1185.		Not demonstrated
121.255	(b)	Separation airspace	The airspace is in accordance with 25.1185.		Not demonstrated
121.257	(a)	Engine	Each engine complies with shut-off means listed in 25.1189.		Complies
121.257	(b)	Emergency operating sequence	Operation of the shutoff means does not interfere with emergency operation of other equipment and complies with 25.1189.		Complies
121.257	(c)	Location	All shutoff means are located outside designated fire zones or are fire resistant. No hazardous amount of flammable fluid will drain into any designated fire zone after a shut off. Requirements are met as per 25.1188.		Not demonstrated
121.257	(d)	Inadvertent operation	Provisions to guard against inadvertent operation of the shutoff means are provided as per 25.1189.		Complies
121.259		Lines and fittings.			Not demonstrated
121.259	(a)	Location	Each line and its fittings located in a designated fire zone, are flexible and fire-resistant as per 25.1183.		Not demonstrated
121.259	(b)	Material	Lines and fittings not subject to relative motion are of fire-resistant materials.		Not demonstrated
121.261		Vent and drain lines.	All vent drain lines comply with 121.259 and therefore comply with 25.1183.		Not demonstrated
121.263		Fire extinguishing systems.			Not demonstrated

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.263	(a)	Fire-extinguishing	Fire-extinguishing systems are provided to serve in all designated fire zones and comply with 25.1195.		Complies
121.263	(b)	Chemical reaction	Materials in the firex system are chemically inert with Halon 1301 and meet requirements of 25.1201.		Complies
121.265		Fire extinguishing agents.	Each fire zone is served by a bottle filled with Halon 1301 (CBRF3). The fire-extinguishing agent complies with 25.1197.		Complies
121.267		Extinguishing agent container pressure relief.	Each bottle incorporates a pressure relief into each discharge port. A bottle low pressure message is displayed on EICAS to the crew. The pressure gauge is visible to the maintenance crew in the aft equipment bay. The containers are compliant with 25.1199.		Complies
121.269		Extinguishing agent container compartment temperature.	The temperature of each container is maintained as per 25.1199.		Complies
121.271	(a)	Materials	Each component of the firex system that is in a designated fire zone is made of fireproof materials and comply with 25.1201.		Not demonstrated
121.271	(b)	Connections	All the firex connections within the designated fire zone are fire proof and made of flexible materials in accordance with 25.1201.		Not demonstrated
121.273		Fire detector systems.	Fire and overheat sensing elements are installed in each of the designated fire zone and overheat zone and meet requirements of 25.1203.		Complies
121.275		Fire detectors.	Fire detectors are made and installed in a manner that assures their ability to withstand the vibration, inertia and other loads. The sensing elements are hermetically sealed and have an Inconel sheath which prevents fumes or fluids from affecting it's operation and comply with 25.1203.		Not demonstrated
121.277	(a)	Surfaces rear of nacelles	All airplane surfaces except as provided in paragraph (b) aft of the nacelles in the prescribed area are fire resistant and comply with 25.867.		Not demonstrated
121.277	(b)	Surfaces not affected	Exceptions comply with 25.867.		Not demonstrated
121.279	(a)	Stopping and restarting	In accordance with 25.903 with exception provided in paragraph (b) of this section.		Not applicable
121.279	(b)	Exception for turbine engines	No means for stopping the engine is provided. Continued rotation has been shown not to jeopardize the safety of the airplane and therefore complies with 25.903.		Not applicable
121.281		Fuel system independence.	The fuel system is arranged so that failure of any one component does not result in the irrecoverable loss of power of more than one engine.		Complies

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.283		Induction system ice prevention.	A means is provided for preventing the malfunction of each engine due to ice accumulation in the engine air induction system as per 25.1093.		Complies
121.285		Carriage of cargo in passenger compartments.	There are no approved cargo bins located in the passenger compartment, therefore cargo is not permitted. Hand baggage is the only items which are permitted.		Not applicable
121.287		Carriage of cargo in cargo compartments.	Not applicable. There are no cargo compartments on the aircraft which allow access of the crew during flight.		Not applicable
121.289	(a),(b), (c)	Landing gear: Aural warning device.	The landing gear aural warning device is fully compliant with these requirements.		Complies
121.291		Demonstration of emergency evacuation procedures.			Complies
121.291	(a)	Procedure	Emergency evacuation demonstration meets requirements of 25.803 and was conducted during initial CL-600-2C10 Certification for 78 passengers.		Complies
121.291	(b)-(e)	Certificate Holder demonstration		Operator Responsibility	Operator responsibility
121.303	(b)	Instruments and equipment	All instruments and equipment are installed and approved in accordance with the Airworthiness requirements applicable to them.		Not demonstrated
121.303	(c)	Airspeed	Airspeed indicator is calibrated in knots and all airspeed values in the Airplane Flight Manual are recorded in knots (KIAS).		Complies
121.303	(d)	Operable instruments and equipment	The aircraft approved MMEL outlines the equipment that must be operative for dispatch.		Does not comply
121.305	(a)-(k)	Equipment	All equipment required are provided as part of the baseline configuration and comply with 25.1303. However, with the exception of standby instruments, gyroscopic instruments which are replaced by equivalent electronic instruments.		Complies
121.307		Engine instruments.			
121.307	(a)-(c), (f), (k)(1)(2)	Various engine instruments	Not applicable for the CL-600-2C10 Powerplant Installation.		Not applicable
121.307	(d)-(k) except (f)	Fuel pressure and pressure warning, flowmeter and quantity. Oil temperature, pressure. Tachometer.	All engine instruments indicators are provided in the baseline configuration and comply with 25.1305.		Complies
121.308	(a)	Smoke detector system	A smoke detection system is installed in the lavatory(ies) as per 25.854 with warning indication provided in cockpit.		Complies
121.308	(b)	Built-in fire extinguisher	The lavatory is equipped with a built-in fire extinguisher for the disposal receptacle located within the lavatory. The built-in fire extinguisher discharges automatically upon occurrence of a fire in the receptacle as per 25.854.		Complies

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.308	(c)	30 passengers or fewer	Not applicable		Not applicable
121.308	(d)	Nontransport category airplane	Not applicable		Not applicable
121.309	(a)	General	The aircraft is equipped with the emergency equipment listed in 121.310 and therefore complies with 25.807, 25.811, 25.812 and 25.813.		Complies
121.309	(b)	Emergency and flotation equipment			Not demonstrated
121.309	(b)(1)	Inspection of equipment	Periodic inspections are included in the Maintenance Planning Document derived from the MSG-3 process.	Operator Responsibility	Operator responsibility
121.309	(b)(2)	Accessibility	Each item of emergency and flotation equipment is readily accessible and complies with 25.1411. Life preservers are installed for flight crew, flight attendants and observer. Passengers are provided with flotation seat cushions.		Complies
121.309	(b)(3)	Identified for method of operation	All items of emergency and flotation equipment are clearly identified and marked as to their method of operation as per 25.1561.		Complies
121.309	(b)(4)	Marked compartments	All compartments in which items are stowed, are clearly identified and marked in accordance with 25.1561.	It is the operator's responsibility to ensure that these items are marked as to date of last inspection.	Operator responsibility
121.309	(c)	Hand fire extinguishers	All fire extinguishers are of an approved type.		Complies
121.309	(c)(1)	Type and quantity of extinguishant agent	The extinguishing agents are suitable for the kind of fires likely to occur in the compartment where the extinguishant agents are intended to be used.		Complies
121.309	(c)(2)	Class E cargo compartments	Not applicable. No class E compartment is provided.		Not applicable
121.309	(c)(3)	Galley compartments	One Halon extinguisher is accessible from the galley.		Complies
121.309	(c)(4)	Flight crew compartment	One Halon extinguisher is located on the flight deck for use by the flight crew.		Complies
121.309	(c)(5)	Passenger compartments	Two Halon extinguishers are located in the passenger compartment.		Not demonstrated
121.309	(c)(7)	Halon BCF extinguisher	Four Halon extinguishers are installed on the aircraft and two are located in the passenger compartment.		Complies
121.309	(d)	First aid, emergency medical equipment and protective gloves	One first aid kit, conforming to Appendix A is provided as well as protective gloves .	The emergency medical kit is the operator's responsibility.	Complies
121.309	(e)	Crash ax	One crash ax is provided as part of the basic configuration (RAL-670-0001) in the cockpit.		Complies
121.309	(f)	Megaphones	One Megaphone is provided as part of the basic configuration (RAL-670-0001).		Complies
121.310	(a)	Means for emergency evacuation	Not applicable. No exit is more than 6 feet above ground.		Not applicable

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.310	(b)	Interior emergency exit marking	All emergency exits and its means of access and opening are conspicuously marked. All locating signs comply with 25.811.		Complies
121.310	(c),(d)	Lighting for interior emergency exit markings	The emergency lighting system for the aircraft complies with 25.812.		Complies
121.310	(e)(1)	Emergency exit operating handles	Not applicable. Application for Type Certificate after 1972.		Not applicable
121.310	(e)(2)	Emergency exit operating handles	Emergency exit operating handles and instructions for opening the exits show compliance with 25.811.		Does not comply
121.310	(f)(1)	Passageway	Passageways leading to Type I exits are unobstructed and at least 20 inches wide. No Type II exit is provided on the aircraft.		Complies
121.310	(f)(2)	Space next to exit	Space next to the Type I exit is provided for a crew member to assist in the evacuation of passengers without reducing the passageway as per 25.813.		Complies
121.310	(f)(3)	Access from main aisle	There is access from the main aisle to the Type III exits. The access is unobstructed by seats , berths or other protrusions as per 25.813 that would reduce the effectiveness of the exits.		Complies
121.310	(f)(4)	Passageway between passenger compartments	Not applicable		Not applicable
121.310	(f)(5)	Partition	Not applicable		Not applicable
121.310	(f)(6)	Doorway separating areas.	Not applicable		Not applicable
121.310	(g)	Exterior exit markings	All exterior markings comply with 25.811.		Does not comply
121.310	(h)	Exterior emergency lighting and escape route	Exterior lighting complies with 25.812. The non-slip walkway complies with 25.810.		Complies
121.310	(i)	Floor level exits	Both floor level exits comply with 25.807.		Complies
121.310	(j)	Additional emergency exits	Not applicable. No additional emergency exits are provided in excess of the minimum number of required emergency exits.		Not applicable
121.310	(k)	Ventral and tailcone exit	Not applicable. There are no ventral or tailcone exits on the aircraft.		Not applicable
121.310	(l)	Portable lights	Flashlight stowage provisions are accessible from the flight attendant seats.		Complies
121.310	(m)	60 ft Rule	Not applicable. The greatest distance between any two emergency exits is less than 60 feet.		Not applicable
121.311	(a)(1)	Approved seat	The aircraft is fitted with 70 approved seats. It is the operator's responsibility to ensure that a seat is provided for each person during takeoff and landing including for a person who has reached his second birthday.		Operator responsibility
121.311	(a)(2)	Approved seat belts	All seats that may be occupied during takeoff and landing are fitted with an approved seat belt/harness as per 25.785.		Does not comply
121.311	(b)	Occupancy of approved seat		Operator Responsibility	Operator responsibility
121.311	(c)	Child restraint seats		Operator Responsibility	Operator responsibility

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.311	(d)	Sideways facing seats	Not applicable. No sideways facing seats are fitted in the aircraft.		Not applicable
121.311	(e)	Seat back upright		Operator Responsibility	Operator responsibility
121.311	(f)	Combined safety belt/shoulder harness for crew seats	Crew safety harness are provided and comply with 25.785.		Complies
121.311	(g)	Flight attendant seat and safety harness	Flight attendant seat and safety harness are provided and comply with 25.785.		Complies
121.311	(h)	Use of combined safety belt/harness		Operator Responsibility	Operator responsibility
121.311	(i)	Securing of safety belt/harness at unoccupied seats		Operator Responsibility	Operator responsibility
121.312	(a)	Compliance with 25.853.	All materials used in the aircraft interior comply with the standards of 25.853 as required.		Not demonstrated
121.312	(b)	Fire protection of seat cushions	All seat cushions in the passenger cabin include fire blocking material to comply with 25.853.		Not demonstrated
121.312	(c)	All interior materials	All materials used in the aircraft interior comply with the standards of 25.853 as required.		Not demonstrated
121.312	(d)	All interior materials: other airplanes.	Not applicable		Not applicable
121.313	(a)	Spare fuses	Not applicable. Spare fuses are not provided since all re-settable circuits are protected by circuit breakers.		Not applicable
121.313	(b)	Windshield wipers	A windshield wiper is provided at each pilot station as part of the baseline configuration (RAL-670-0001).		Complies
121.313	(c)	Electrical power and distribution	Power and distribution complies with 25.1309, 25.1331, 25.1353, 25.1355 and 25.1431 as required.		Complies
121.313	(d)	Means for indicating adequate power	Complies		Complies
121.313	(e)	Duplicated static pressure	Three independent static pressure systems are provided as part of the baseline configuration.		Complies
121.313	(f)	Lockable cockpit door	A folding lockable cockpit door is installed to conform to 25.772 as part of the baseline configuration.		Complies
121.313	(g)	Compartment separating doors	Not applicable. No such doors are fitted on the aircraft since there is only one passenger compartment.		Not applicable
121.313	(h)	Placards	Not applicable. No doors are installed which require to be open during takeoff and landing to obtain access to an emergency exit.		Not applicable
121.313	(i)	Means to unlock doors	The toilet is the only compartment accessible to passengers. Means are provided to unlock the toilet door from the outside in accordance with 25.783.		Complies

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.314	(a)(b)	Class C or D compartment	Materials used in the class C cargo compartment comply with FAR 25 Appendix F. No class D compartment is provided on the aircraft.		Complies
121.315	(a), (b)	Approved cockpit check procedure	Cockpit procedures checklists are provided in the approved Airplane Flight Manual.		Complies
121.315	(c)	Use of cockpit check procedure	Operator's responsibility to ensure that the cockpit check procedures are performed.		Operator responsibility
121.316		Fuel tanks.	Fuel tank access covers comply with 25.963 and are part of the baseline configuration.		Complies
121.317	(a)	Information signs	All passenger information signs comply with 25.791 and are constructed so that crewmembers can turn them on and off.		Complies
121.317	(b)	Usage of "Fasten Seatbelt" sign	--	Operator Responsibility	Operator responsibility
121.317	(c)	No smoking routes	--	Operator Responsibility	Operator responsibility
121.317	(d)	Additional seat belt sign	Fasten seat belt while seated signs are provided on each seat back.		Complies
121.317	(e)	Placard for Lavatory Smoke Detector	A placard is installed on the lavatory smoke detector that states "Federal Law Prohibit Tampering with Smoke Detection in this Lavatory".		Complies
121.317	(f)	Ensuring Passengers wear seatbelts		Operator Responsibility	Operator responsibility
121.317	(g),(h), (i)	Enforcing Messages on Placards	Symbolic placards are located to inform passengers that smoking and the tampering of smoke detectors in the lavatory are prohibited.	It is the operator's responsibility to enforce these regulations.	Complies
121.317	(j)	Usage of "No Smoking" signs	--	Operator Responsibility	Operator responsibility
121.317	(k)	Passenger compliance with (f) thru (i)	--	Operator Responsibility	Operator responsibility
121.317	(l)	Nontransport category airplane	Not applicable		Not applicable
121.318	(a)	Independence	A public address (PA) system is fitted which is independent of the crew interphone system.		Complies
121.318	(b)	Equipment approval	The PA system is approved in accordance with 21.305 "Approval of materials, parts, processes, and appliances.		Complies
121.318	(c)	Accessibility - flight crew	The PA system is immediately accessible for use from each flight crew station as per 25.1423.		Complies
121.318	(d)	Accessibility - flight attendant	A PA microphone is installed adjacent to the flight attendant and is readily accessible when attendant is seated as per 25.1423.		Complies
121.318	(e)	Availability	The PA system is capable of operation within 10 seconds from the flight attendant positions in accordance with 25.1423.		Complies
121.318	(f)	Audibility	The PA transmissions are audible at all passenger seats, the lavatory and flight attendant position as per 25.1423.		Complies
FAR	**Sub.**	**Requirement**	**Bombardier Position**	**Bombardier Remark**	**FSB Finding**

121.318	(g)	Compliance with 25.1423	The PA system complies with 25.1423.		Complies
121.319	(a)	Independence	The crew interphone system is capable of being operated independently of the passenger address systems.		Complies
121.319	(b)	Approval	The crew interphone system is approved in accordance with 21.305 as required.		Complies
121.319	(b)(1)	Two-way communication	The crew interphone system provides two-way communication between the pilot compartment and the passenger compartment.		Complies
121.319	(b)(2),(3),(4)	Accessibility	The crew interphone system is accessible from each flight crew station and the cabin attendant station in the passenger compartment. It is also capable of operation within 10 seconds by the flight attendants.		Complies
121.319	(b)(5)(i)	Flight attendant use	The interphone system is accessible at attendant station near the floor level exits.		Complies
121.319	(b)(5)(ii)	Alerting system	Aural and visual alerting systems are provided.		Complies
121.319	(b)(5)(iii)	Determination of call	Means are provided to notify whether the call is normal or emergency.		Complies
121.319	(b)(5)(iv)	Communication with ground crew	Communication between either flight crew station and ground personnel is available when the aircraft is on the ground. Visible detection from within the aircraft can be avoided.		Complies
121.323		Instruments and equipment for operations at night.	All equipment listed in this requirement and by cross reference to 121.305 thru 121.321 are included in the baseline configuration.		Complies
121.323	(a)	Position lights	Position lights are provided and comply with 25.1385 thru 25.1389.		Complies
121.323	(b)	Anti-collision lights	Anti-collision lights are provided and comply with 25.1401.		Complies
121.323	(c)	Landing lights	Landing lights are provided and comply with 25.1383.		Complies
121.323	(d)	Instrument lights	Instruments lights comply with 25.1381 and provide enough light to make each required instrument easily readable and are installed so that the direct rays are shielded from the flight crewmembers' eyes.		Complies
121.323	(e)	Airspeed indicating system with heated pitot tube	An airspeed indicating system with heated pitot tube is provided in order to prevent malfunctioning due to icing as per 25.1323.		Complies
121.323	(f)	Sensitive altimeter	A sensitive altimeter is provided as per 25.1303.		Complies
121.325		Instruments and equipment for operations under IFR or over the top.	All equipment listed in this requirement and by cross-reference to 121.305 thru 121.321 are included in the baseline configuration.		Complies
121.325	(a)	Airspeed indicating system with heated pitot tube	An airspeed indicating system with heated pitot tube is provided in order to prevent malfunctioning due to icing as per 25.1323.		Complies
121.325	(b)	Sensitive altimeter	A sensitive altimeter is provided as per 25.1303.		Complies
FAR	**Sub.**	**Requirement**	**Bombardier Position**	**Bombardier Remark**	**FSB Finding**
121.325	(c)	Instrument lights and illumination	Instrument lights comply with 25.1381 and provide enough light to make each required instrument easily readable and		Complies

			are installed so that the direct rays are shielded from the flight crewmembers' eyes.		
121.329	(a)	Supplemental oxygen	Supplemental oxygen systems is provided on the aircraft.		Complies
121.329	(a)(1)	Oxygen quantity	The oxygen content is sufficient for descent from max. altitude to 10 000 feet only.		Complies
121.329	(a)(2),(3),(4)	Oxygen required for each operation and route	Noted.		Not demonstrated
121.329	(b)	Supply of crew oxygen	A crew oxygen system complying with the relevant requirements of 25.1441 thru 25.1443 is provided for the flight attendants, and for the flight crew in the flight compartment.		Complies
121.329	(b)(1),(2),(3)	Crew use of oxygen	Not applicable. Cabin pressure altitude is maintained at 8000 feet during all phase of flight.		Complies
121.329	(c)	Supply of passenger oxygen	A passenger oxygen system complying with the relevant requirements of 25.1441 thru 25.1453 is installed on the aircraft.		Complies
121.329	(c)(1),(2),(3)	Use of passenger oxygen	Not applicable. Cabin pressure is maintained at 8000 feet during all phase of flight. Passenger oxygen system is designed only for emergency descent to 10000 feet.		Not applicable
121.333	(a)	Supply of oxygen equipment	An oxygen system including dispensing equipment complying with the relevant requirements of 25.1441 thru 25.1453 is provided.		Complies
121.333	(b)	Crew member oxygen supply	Sufficient crew oxygen content is provided and complies with 121.329.		Complies
121.333	(c)(1)	Use of crew masks	Quick donning type oxygen masks for flight crewmembers are provided on the aircraft and meet requirements of 25.1443 thru 25.1453.		Complies
121.333	(c)(2),(3)	Use of crew oxygen masks		Operator Responsibility	Operator responsibility
121.333	(c)(4)	Preflight check of oxygen equipment	The Airplane Flight Manual requires a preflight check of the oxygen equipment. Detailed procedures are in the Fligth Crew Operating Manual (FCOM) - Volume 2.	It is the operator's responsibility to ensure that it is conducted.	Operator responsibility
121.333	(d)	Use of portable oxygen equipment by cabin attendants	Two portable oxygen cylinders are installed in the entrance storage compartment.		Does not comply
121.333	(e)(1)	Descend within four min.	Oxygen is available for at least 10 percent of the passenger cabin occupants.		Complies
121.333	(e)(2)	Cannot descend within four min.	Oxygen is available for 13 min. after cabin decompression and activated by the passenger. The a/c is able to get down to 14 000 feet within 4 minutes.		Complies
121.333	(e)(3)	First Aid oxygen	Two portable oxygen systems, each with corresponding mask and pouch, are provided in accordance with 25.1443.		Complies

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.333	(f)	Passenger briefing	--	Operator Responsibility	Operator responsibility
121.335		Equipment standards.			
121.335	(a)	Reciprocating engine powered airplanes	Not applicable		Not applicable
121.335	(b)	Turbine engine powered airplanes	An acceptable minimum rate of oxygen flow is provided (in compliance with FAR 25).		Complies
121.337		Protective breathing equipment for the flight crew.			Complies
121.337	(a),(b)(1), (3) thru (8)	Pressurized cabin airplanes	Three protective breathing equipment, complying with 25.1439, are provided as part of baseline configuration.		Complies
121.337	(b)(2)	Equipment inspection	The maintenance Planning document, derived from MSG-3 process specifies a periodic inspection based on the equipment manufacturer recommendation.		Complies
121.337	(b)(9)(i)	PBE in galley other than passenger, cargo or crew compartment	Not applicable		Not applicable
121.337	(b)(9)(ii)	PBE on flight deck	One protective breathing equipment is provided in the flight crew compartment.		Complies
121.337	(b)(9)(iii)	PBE in passenger compartment	One protective breathing equipment is provided near each hand fire extinguisher and is located within 3 feet of it.		Complies
121.337	(c)	Equipment pre-flight	The crew check lists require a pre-flight check on the PBE. It is the operator's responsibility to ensure that they are checked. Detailed procedures are in the Flight Crew Operating Manual - Volume 2.		Operator responsibility
121.339		Emergency equipment for extended over water operations.	The aircraft is not equipped for Extended Over Water Operations.		Not applicable
121.340	(a)	Life preservers	Passengers are provided with flotation seat cushions. Life preservers are provided for flight crew, flight attendants and observer.		Complies
121.340	(b)	Exceptions to (a)	Not applicable		Not applicable
121.341	(a)	Icing approval	The aircraft is certificated for operation in icing conditions in accordance with 25.1419.		Does not comply
121.341	(b)	Ice inspection lights	Means of illuminating the wing leading edges, complying with 25.1403, are installed on the aircraft.		Complies
121.341	(c)	Nontransport category airplanes	Not applicable		Not applicable
121.341	(d)	Weather reports		Operator Responsibility	Operator responsibility
121.342		Pitot heat indication systems.	A pitot heat indication system is provided on the aircraft and complies with 25.1326.		Complies
121.343	(a)	Effectivity	A FDR is provided in accordance with FAR 121 Appendix B.		Complies
121.343	(b),(c)	A/C Type Certificated before 1969	Not applicable		Not applicable

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.343	(d)	A/C manufactured after 1989	A FDR, recording the parameters of this subparagraph in accordance with Part 121 Appendix B is installed to comply with 25.1459.		Complies
121.343	(e)	Digital flight data acquisition unit	A digital FDR compatible with the DFDAU is provided.		Complies
121.343	(f)	A/C manufactured after 1991	Refer to subpar. (e).		Complies
121.343	(g)	Period of operation	The recorder operates continuously from start of take-off roll to completion of landing roll.		Complies
121.343	(h)	Retention of recorded data		Operator Responsibility	Operator responsibility
121.343	(i)	Accident reporting		Operator Responsibility	Operator responsibility
121.343	(j)	Installation requirements	The FDR is installed to comply with FAR 25.1459.		Complies
121.343	(k)	Underwater locator device	An underwater locator device is attached to the FDR as per 25.1459.		Complies
121.343	(l)	A/C specified in para. (b)	Not applicable		Not applicable
121.345	(a)	Radio equipment required	--	It is the operator's responsibility to ensure that the airplane is equipped with radio equipment required for the kind of operation conducted.	Operator responsibility
121.345	(b)	Independence of required radio	Dual independent communication systems are provided and comply with 25.1307.		Complies
121.345	(c)	ATC Transponder equipment	Dual Mode S transponders are installed on the aircraft and the equipment meets TSO C112 standards.		Complies
121.347		Radio equipment for operations under VFR over routes navigated by pilotage.			Not applicable
121.347	(a),(b)	Required equipment	Dual communication radio equipment is provided to comply with this requirement.		Complies
121.349		Radio equipment for operations under VFR over routes not navigated by pilotage or for operations under IFR or over the top.			Not applicable
121.349	(a),(b), (c)	Required equipment	Dual VHF communications, dual VHF navigation (VOR/ILS/Marker), dual ADF and dual DME are installed as part of the baseline configuration. (RAL-670-0001)	No HF communication equipment is installed on AMR aircraft.	Complies
121.349	(d)	Inoperative DME equipment		Operator Responsibility	Operator responsibility
121.349	(e)	Passenger seat configuration of 10 to 30 seats	Not applicable		Not applicable

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.351	(a)	Extended over water operation	The aircraft is not certified for extended over water operations.		Does not comply
121.351	(b)	Uninhabited terrain	Flight over inhospitable terrain is permitted within the constraints of the VHF navigation equipment installed (121.347(a)(1)).		Operator responsibility
121.351	(c)	Installation of LRNS and LCRS	Not applicable		Not applicable
121.353		Emergency equipment for operations over uninhabited terrain areas: Flag and supplemental air carriers and commercial operators.			Operator responsibility
121.353	(a)	Pyrotechnic signaling devices	None provided.		Operator responsibility
121.353	(b)	Emergency locator transmitter	An ELT is installed as basic aircraft equipment. The ELT conforms to TSO C91.	It is the operator's responsibility to change batteries accordingly to ensure function.	Complies
121.353	(c)	Survival kits	None provided.	Customer Option	Operator responsibility
121.355		Equipment for operations on which specialized means of navigation are used.			Not applicable
121.355	(a)	Doppler Radar or Inertial Navigation System	Not applicable		Not applicable
121.355	(b)	Training, maintenance, operations manual		Operator Responsibility	Operator responsibility
121.356	(a)	Effectivity	A Traffic Alert Collision Avoidance System is installed as the baseline configuration (RAL-670-0001) together with a Mode S transponder.		Complies
121.356	(b)	10-30 seats	Not applicable		Not applicable
121.356	(c)	Manuals required by 121.131	Airplane Flight Manual, Operating Manual, and Maintenance Manuals include appropriate procedures listed in this requirement.		Complies
121.357	(a)	Equipment	A digital weather radar system is included in the baseline configuration (RAL-670-0001).		Complies
121.357	(c)(1)	Dispatch		Operator Responsibility	Operator responsibility
121.357	(c)(2)	En route failure		Operator Responsibility	Operator responsibility
121.357	(d)	Geographical concession	Noted		No
121.357	(e)	Alternate electrical power not required	Noted		Not demonstrated
121.358		Low altitude windshear system equipment requirements.			Not demonstrated
121.358	(a)	Airplanes manufactured after Jan. 1991	A windshear detection and guidance system is included in the baseline configuration (RAL-670-0001).		Does not comply
121.358	(b)	Airplanes manufactured before Jan. 1991	Not applicable		Not applicable

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.358	(c)	Extension of compliance date	Not applicable		Not applicable
121.358	(d)	Definitions	Noted		Not demonstrated
121.359	(a)	Requirement	A Cockpit voice recorder is included in the baseline configuration. Operation is continuous from start of the use of the checklist (before starting engines), to completion of the final checklist at the termination of the flight.		Complies
121.359	(b)	Schedule for completion	Not applicable. Compliance with subpar. (a) is met.		Not applicable
121.359	(c)(1)	Applicable standards	The CVR complies with the requirements of part 25.		Complies
121.359	(c)(2)	Recorder container - color, reflective tape, underwater locating	The recorder container is bright orange and reflective tape or other means is provided to facilitate location underwater.		Complies
121.359	(d)	Seating configuration of 10-19 seats	Not applicable		Not applicable
121.359	(e)	Seating configuration of 20-30 seats	Not applicable		Not applicable
121.359	(f)	Erasure feature	At least the last 30 minutes of CVR recording is retained.		Complies
121.359	(g)	Boom or mask microphone	Uninterrupted signals received by the boom or mask microphones are recorded in accordance with 25.1457(c)(5).		Complies
121.359	(h)	Procedures in the event of accident		Operator Responsibility	Operator responsibility
121.360		Ground Proximity Warning-Glide Slope Deviation Alert System.			Complies
121.360	(a)	Approved GPWS equipment	A TSO-C92 (b) approved GPWS is included in the baseline configuration (RAI-670-0001).		Complies
121.360	(b)	Airplane Flight Manual	The Airplane Flight Manual contains appropriate procedures listed in this requirement.		Complies
121.360	(c)	Enforcing deactivation of GPWS as shown responsibility in AFM		Operator Responsibility	Operator responsibility
121.360	(d)	Recording of GPWS deactivation		Operator Responsibility	Operator responsibility
121.360	(e),(f)	Ground proximity warning/glide slope	A GPWS – glideslope deviation alerting system meeting TSO-C92(b) is incorporated in the baseline configuration (RAL-670-0001)		Complies
121.363		Responsibility for airworthiness.		Operator Responsibility	Operator responsibility
121.365		Maintenance, preventive maintenance, and alteration organization.		Operator Responsibility	Operator responsibility
121.367		Maintenance, preventive maintenance, and alterations programs.		Operator Responsibility	Operator responsibility
121.369		Manual requirements.			
121.369	(a)	Certification holders organization chart		Operator Responsibility	Operator responsibility

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.369	(b)	Maintenance programs	A Maintenance Planning Document, derived from the MSG-3 process and an Aircraft Maintenance Manual is provided with each aircraft.		Complies
121.369	(b)(1)	Routine and non-routine maintenance, preventive maintenance, and alterations	These are all covered in the Aircraft Maintenance Manual		Complies
121.369	(b)(2)	Mandatory inspection	Mandatory inspections are covered as Airworthiness Limitations in Chapter 5 of the Maintenance Manual.		Complies
121.369	(b)(3)	Method of performing inspection	Inspection methods provided in the Maintenance Manual.	It is the operator's responsibility to ensure that inspections are performed.	Operator responsibility
121.369	(b)(4)	Procedures for re-inspection	Duplicate inspections are specified where necessary in the Maintenance Manual.		Does not comply
121.369	(b)(5)	Procedures standards	These procedures are contained in the Aircraft Maintenance Manual as appropriate.		Does not comply
121.369	(b)(6),(9) thru (c)	Administration of maintenance and personnel		Operator Responsibility	Operator responsibility
121.391	(a)	Number of flight attendants	One flight attendant is provided at the forward end of the cabin.		Does not comply
121.391	(b)	Emergency Evacuation	The Emergency Evacuation Test was performed with two flight attendants in compliance with 25.803. It is the operator's responsibility to comply with 121.291.		Complies
121.391	(c)	Number of flight attendant approved		Operator Responsibility	Operator responsibility
121.391	(d)	Location of Flight attendants	The flight attendant is located next to the required floor level exit.		Complies
121.391	(e)	Flight attendants required at stops		Operator Responsibility	Operator responsibility
121.393		Crewmember requirements at stops where passengers remain on board. [Added]		Operator Responsibility	Operator responsibility
121.576		Retention of items of mass in passenger and crew compartments.	Provisions are installed for the retention of galley equipment, serving cart, crew and passenger baggage.		Complies
121.577		Stowage of food, beverage, and passenger service equipment during airplane movement on the surface, takeoff, and landing.		Operator Responsibility	Operator responsibility
121.578		Cabin Ozone concentration.	The aircraft fulfills FAR 25.832 (Amendment 87) requirements with regards to cabin and cockpit ozone concentration, within flight restrictions defined in the Aircraft Flight Manual.		Complies

FAR	Sub.	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.579		Minimum altitudes for use of Autopilot.	The AFM (Chap. 04-05-1) outlines the required conditions for the use of the Autopilot system, it is the operator's responsibility to follow them as required in this regulation.		Complies
121.581	(a),(b)	Forward observer's seat	A Forward Observer seat is installed as part of the baseline configuration. All required Observer functions can be achieved from this position.		Complies. Found operationally acceptable.
121.581	(c)	Less than 30 passengers	Not applicable		Not applicable
121.589		Carry on baggage.			
121.589	(a)	Control of carry-on baggage		Operator Responsibility	Operator responsibility
121.589	(b)	Verification that carry-on baggage is correctly stowed		Operator Responsibility	Operator responsibility
121.589	(c)	Stowage of baggage before takeoff and landing	Closets and baggage stowage are placarded for its maximum weight and provides proper restraint for all baggage stowed within. It is the operator's responsibility to ensure proper stowage. No provisions are provided for the carriage of cargo in the passenger compartments.		Complies
121.589	(d)	Overhead racks	Overhead racks are fitted with retaining doors as basic equipment.		Complies
121.589	(e)	Passenger compliance with crew instructions		Operator Responsibility	Operator responsibility
121.589	(f)	Baggage stowed under passenger seat	No provisions are made to stow baggage and to prevent it from sliding. It is the operator's responsibility to ensure that baggage is properly stowed in designated baggage stowage compartment.		Complies
121.589	(g)	Flexible travel canes		Operator Responsibility	Operator responsibility
121.628		Inoperable instruments and equipment.	The aircraft has an approved MMEL. Approval of applicable MEL is the operator's responsibility.		Complies
121.629		Operation in icing conditions.	The aircraft is approved for operations in icing conditions. The applicable AFM contains the procedures for use of the anti-icing system.		Does not comply
91.527		Operating in Icing Conditions			Does not comply
xx.227		Pressure cross-feed arrangements.			Does not comply
xx.227	(a)	Pressure cross-feed lines	All fuel system lines are enclosed within a single rigid shroud. Drain holes are provided to allow for fuel leakage to be vented overboard.		Complies

APPENDIX – 5

COMPLIANCE CHECKLIST (CL-600-2D24)

These are the results of a physical evaluation conducted by the FSB on CL-600-2D24, serial no. 15001, on October 7, 2002 in Wichita, KS. It must be noted that at the time of the evaluation the CL-600-2D24 had received a Transport Canada Type Certificate, but had not yet started FAA Type Certification flight-testing, and therefore did not hold an FAA Type Certificate. This explains most of the "Does not comply" or "Not demonstrated" FSB findings herein.

In November 2002, the CL-600-2D24 received an FAA Type Certificate. Bombardier then submitted updated positions to the FSB on many of the "Does not comply", or "Not demonstrated" items. Those updated items are identified in this Appendix with an asterisk " * ". Bombardier's updated positions are listed in Appendix 6. The FSB did not validate Appendix 6, but has included it for informational purposes only.

Please see section 9 of this report for more information on this checklist.

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
		* SUBPART A - GENERAL *			
91. 1	91-257	Applicability	Noted		----------
91. 3		Responsibility and Authority of the Pilot in Command	Not applicable	Operator Responsibility	Not applicable
91. 5		Pilot in Command Requiring More than One Required Pilot	Not applicable	Operator Responsibility	Not applicable
91. 7 (a) (b)		Civil Aircraft Airworthiness Airworthy Conditions Determination	 Noted --	 Operator Responsibility	 None Operator Responsibility
91. 9 (a) (b) (1) (b)(2) (c) (d)		Civil Aircraft Flight Manual, Marking, and Placard Requirements Operating Limitations Availability of current Airplane Flight in aircraft Airplane Flight Manual not required Identification of aircraft in accordance with FAR 45 Compliance with Part 29	 An FAA approved Airplane Flight Manual complying with FAR 25.1581 will be provided with each aircraft. Additional compliance with operational requirements recorded herein. An FAA approved Airplane Flight Manual complying with FAR 25.1581 will be provided with each aircraft. Not applicable A fireproof identification plate complying with FAR 45 will be included in the baseline configuration (RAL-690-0001). --	 Operator Responsibility	 Does not comply Does not comply Not applicable Not demonstrated Not applicable
91. 11		Prohibition on Interference with Crewmembers	--	Operator Responsibility	None
91. 13		Careless or Reckless Operation	--	Operator Responsibility	Operator Responsibility
91. 15		Dropping Objects	--	Operator Responsibility	Operator Responsibility
91. 17		Alcohol or Drugs	--	Operator Responsibility	Operator Responsibility
91. 19		Carriage of Narcotic Drugs, Marihuana, and Depressant or Stimulant Drugs or Substances	--	Operator Responsibility	Operator Responsibility
91. 21		Portable Electronic Devices	--	Operator Responsibility	Operator Responsibility

91. 23	91-253	Truth-in-Leasing Clause Requirement in Leases and Conditional Sales Contracts			
(a)		Contract Content	Noted		None
(b)		Exclusion	Noted		None
(c)		Requirements for Contract	--	Operator Responsibility	None
(d)		Public inspection	--	Noted	None
91.23 (e)		Lease description		Operator Responsibility	None

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91. 25		Aviation Safety Reporting Program: Prohibition Against Use of Reports for Enforcement Purposes		Operator Responsibility	None
91. 27 - 91. 99		[Reserved]			----------
		* SUBPART B - FLIGHT RULES			
91.101		Applicability	Noted		None
91.103 (a) (b)		Preflight Action Flight under IFR Take-off and landing distances	-- An FAA approved Airplane Flight Manual complying with FAR 25.1581 will be provided with each aircraft	 Operator Responsibility	Operator Responsibility Operator Responsibility Operator Responsibility
91.105	91-231	Flight Crewmembers at Stations	--	Operator Responsibility	Operator Responsibility
91.107	91-250	Use of Safety Belts, Shoulder Harnesses, and Child Restraint Systems	Compliance with applicable Requirements will be shown during the Initial Type Certification	Proper use of the equipment is operator Responsibility	Operator Responsibility
91.109		Flight Instruction; Simulated Instrument Flight and Certain Flight Tests	--	Operator Responsibility	Operator Responsibility
91.111		Operating near Other Aircraft	--	Operator Responsibility	Operator Responsibility
91.113		Right-of-Way Rules: Except Water Operations	--	Operator Responsibility	Operator Responsibility
91.115		Right-of-Way: Water Operations	--	Operator Responsibility	Operator Responsibility
91.117	91-233	Aircraft Speed	The information on minimum safe speed will be provided in FAA approved Airplane Flight Manual	Operator Responsibility	Operator Responsibility
91.119		Minimum Safe Altitudes: General	--	Operator Responsibility	Operator Responsibility
91.121		Altimeter Settings	--	Operator Responsibility	Operator Responsibility
91.123	91-244	Compliance with ATC Clearances and Instructions	--	Operator Responsibility	Operator Responsibility
91.125		ATC Light Signals	--	Operator Responsibility	Operator Responsibility
91.126	91-239	Operating On or In the Vicinity of an Airport in Class G Airspace	--	Operator Responsibility	Operator Responsibility
91.127	91-239	Operating On or In Vicinity of an Airport in Class E Airspace	--	Operator Responsibility	Operator Responsibility
91.129	91-234	Operation in Class D Airspace	--	Operator Responsibility	Operator Responsibility

91.130 (a), (b), (c), (e) (d)	91-239	Operations in Class C Airspace General; Deviations Equipment requirements	 -- Compliance with 91.215 is outlined below	Operator Responsibility Operator Responsibility	Operator Responsibility Operator Responsibility Operator Responsibility
91.131		Operations in Class B Airspace	--	Operator Responsibility	Operator Responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.133		Restricted and Prohibited Areas	--	Operator Responsibility	Operator Responsibility
91.135		Operations in Class A Airspace	--	Operator Responsibility	Operator Responsibility
91.137		Temporary Flight Restrictions	---	Operator Responsibility	Operator Responsibility
91.138		Temporary Flight Restrictions in National Disaster Areas in the State of Hawaii	--	Operator Responsibility	Operator Responsibility
91.139		Emergency Air Traffic Rules	--	Operator Responsibility	Operator Responsibility
91.141		Flight Restrictions in the Proximity of the Presidential and Other Parties	--	Operator Responsibility	Operator Responsibility
91.143		Flight Limitation in the Proximity of Space Flight Operations	--	Operator Responsibility	Operator Responsibility
91.144	91-240	Temporary Restriction on Flight Operations During Abnormally High Barometric Pressure Conditions	--	Operator Responsibility	Operator Responsibility
91.145-91.149		[Reserved]			--------
91.151		Fuel Requirements or Flight in VFR Conditions	--	Operator Responsibility	Operator Responsibility
91.153		VFR Flight Plan: Information Required	--	Operator Responsibility	Operator Responsibility
91.155	91-235	Basic VFR Weather Minimums	--	Operator Responsibility	Operator Responsibility
91.157	91-262	Special VFR Weather Minimums	--	Operator Responsibility	Operator Responsibility
91.159		VFR Cruising altitude or Flight Level	--	Operator Responsibility	Operator Responsibility
91.161 - 91.165		[Reserved]			--------
91.167		Fuel Requirements for Flight in IFR Conditions	--	Operator Responsibility	Operator Responsibility
91.169		IFR Flight Plan: Information Required	--	Operator Responsibility	Operator Responsibility
91.171		VOR Equipment Check For IFR Operations	Operator responsibility. Appropriate checks are performed via FTP's at Bombardier prior to delivery.		Operator Responsibility
91.173		ATC Clearance and Flight Plan Required	--	Operator Responsibility	Operator Responsibility
91.175		Take-off and Landing Under IFR	--	Operator Responsibility	Operator Responsibility
91.177		Minimum Altitudes for IFR Operations	--	Operator Responsibility	Operator Responsibility
91.179		IFR Cruising Altitude or Flight Level		Operator Responsibility	Operator Responsibility
91.181		Course to be Flown		Operator Responsibility	Operator Responsibility
91.183		IFR Radio Communications		Operator Responsibility	Operator Responsibility
91.185	91-211	IFR Operations: Two-way Radio Communication Failure		Operator Responsibility	Operator Responsibility
91.187		IFR In Controlled Airspace		Operator Responsibility	Operator Responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.189		Category II and III Operations	The aircraft will be approved for Category II operations post initial Type Certification. The Airplane Flight Manual will reflect this capability.		Not applicable
(a)(1). (a)(2)		Appropriate authorization & adequate knowledge of crewmembers		Operator Responsibility	Not applicable
(a)(3)		Instrument panel and equipment installed	Instrument panel is available to both pilot & co-pilot and will show compliance during Category II certification evaluation.		Not applicable
(b)		Airborne equipment	Noted.		Not applicable
(c)-(g)		Approaches, Landing, Exceptions	--	Operator Responsibility	Not applicable
91.191		Category II Manual	Not applicable		Not applicable
91.193		Certificate of Authorization for Certain Category II Operations	--	Operator Responsibility	Not applicable
91.195 - 91.199		[Reserved]			--------
		* SUBPART C - EQUIPMENT, INSTRUMENT, and CERTIFICATE REQUIREMENTS*			--------
91.201		[Reserved]			--------
91.203	91-218	Civil Aircraft: Certifications Required			
(a)		Valid C of A, Registration Certificate.	Issuance of Certificate of Airworthiness will be requested and the compliance with applicable airworthiness standards will be demonstrated.	Operator Responsibility	Does not comply
(b)		C of A displayed	--	Operator Responsibility	Does not comply
(c)					
(d)		Fuel Tanks in the passenger compartment	Not applicable		Not applicable
		Compliance with part 34	Compliance will be demonstrated during initial Type Certification		* Not demonstrated

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.205	91-251	Instrument and Equipment Requirements			
(a)		General	See Below	Operator Responsibility	Operator Responsibility
(b)		Day VFR	All equipment specified for Day VFR, as applicable to a turbine engine aircraft will be included in the baseline configuration RAL-690-0001, except for Item (12) – Pyrotechnic signal devices are not provided. Item (13) - Item (16) - Not applicable Item (17) - Not applicable		Complies, and #13 is applicable
(c)		Night VFR	All equipment specified for Night VFR, Items (2) thru (6) will be included in the baseline configuration RAL-690-0001, except for: Item (6) - Spare fuses are not provided since all re-settable circuits are protected by circuit breakers.		Complies
(d)		IFR	All equipment specified for IFR flight, Items (2) thru (9) will be included in the baseline configuration RAL-690-0001.		Complies
(e)		Flight at and above FL240	DME equipment will be provided as part of the baseline configuration RAL-690- 0001.		Complies
(f)		Category II Operations	All equipment as prescribed in Paragraph (d) and Appendix A will be provided as part of the baseline configuration RAL-690-0001		Does not comply

91.207	91-265	Emergency Locator Transmitters			
(a)		General	An emergency locator transmitter Conforming to TSO-C91A will be Included in the baseline configuration RAL-690-0001.	Operating condition, para. (a)(1) is an operator responsibility	* Not demonstrated
(b)		Location	The ELT is mounted on primary structure in the most aft tail section of the fuselage in order to minimize the probability of damage in the event of crash impact.		Complies
(c)		Battery condition	---	Operator Responsibility	Operator Responsibility
(d)		Ferrying with inoperative ELT	---	Operator Responsibility	Operator Responsibility
(e)		Exceptions to para. 91.207(a)	---	Exceptions noted. ELT, complying with TSO-C91 installed to satisfy FAR 121.353	Not applicable
91.209		Aircraft Lights			
(a), (b),		Position and anti-collision lights	Position lights and anti-collision lights complying with FAR 25.1381 thru 25.1397 and 25.1401 respectively will be included in the baseline configuration.	Use of these lights is an operator responsibility.	Operator Responsibility
(c)		Anchor Lights	Not applicable		Not applicable
91.211		Supplemental Oxygen			
(a),(b) (1)		General	A flight crew supplemental oxygen System will be included in the basic Configuration. Crew oxygen masks are provided for both pilots and observers and the flight attendant		Complies
(b)(2)		Pilot at Controls	-----	Operator Responsibility	Operator Responsibility
91.213		Inoperative Instruments and Equipment	Bombardier will submit a MMEL for FAA approval.		Does not comply
91.215	91-229	ATC Transponder and Altitude Reporting Equipment and Use			
(a)		Transponder performance and environmental requirements	Two Mode S Transponders with ATC Modes A and C conforming to TSOC112 will be included in the baseline configuration RAL-690-0001		* Not demonstrated
(b), (c), (d)		Transponder operations	----	Transponder operation is an operator responsibility	Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.217		Data Correspondence between Automatically - Reported Pressure Altitude Data and Pilot's Reference			
(a)		Deactivation directed	--	Operator Responsibility	Not demonstrated
(b)		Encoded altitude accuracy	Mode C altitude - encoding equipment capable of transmitting altitude with at least 125-foot accuracy will be provided in the baseline configuration RAL-690-0001.	Periodic testing and calibration is an operator responsibility	* Not demonstrated
(c)		Altimeter-encoding equipment specifications	Conform to TSO-C10 and C88		* Not demonstrated
91.219		Altitude alerting system or device: Turbo-Jet Powered Civil Airplanes			
(a)		Operational Requirement for system	---	Operator Responsibility	Complies
(b)		Altitude Alerting System Requirements	An altitude alerting system which complies with Requirements (1) thru (5) will be included in the baseline configuration RAL-690-0001.		Complies
(c),(d)		Operational Procedures	----	Operator Responsibility	Operator Responsibility
91.221		Traffic Alert and Collision Avoidance System Equipment and Use			
(a)		Requirement for an approved TCAS	A Traffic Alert and Collision Avoidance System will be installed as part of the baseline configuration RAL-690-0001.		Complies
(b)		TCAS: operation required	--	Operator Responsibility	Operator Responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.223		Terrain Awareness and Warning System			
(a)		A/C manufactured after March 29, 2002	TAWS (compliant with TSO C151) will be offered for the CL-600-2D24 as an option. The compliance will be shown during initial Type Certification		* Not demonstrated
(b)		A/C manufactured on or before March 29, 2002	Not applicable		Not applicable
(c)		AFM	All applicable information will be recorded in the FAA approved Airplane Flight Manual		* Does not comply
(d)		Exceptions	Not applicable		Not applicable
91.224 - 91.299		[Reserved]			--------
		* SUBPART D - SPECIAL FLIGHT OPERATIONS*			--------
91.301		[Reserved]			-------
91.303		Aerobatics Flight	--	Operator Responsibility	Operator Responsibility
91.305		Flight Test Areas	--	Operator Responsibility	Operator Responsibility
91.307		Parachutes and Parachuting	Not Applicable		Not applicable
91.309	91-227	Towing: Gliders	--	Operator Responsibility	Operator Responsibility
91.311		Towing: Other than under § 91.309	--	Operator Responsibility	Operator Responsibility
91.313		Restricted Category Civil Aircraft: Operating Limitations			
(a); (b); (c); (d); (e); (f)		General	--	Operator Responsibility	Operator Responsibility
(g)		Shoulder harness approval	The safety harnesses provided will comply with 25.785		Not applicable
91.315		Limited Category Civil Aircraft:Operating Limitations	--	Operator Responsibility	Not applicable
91.317	91-212	Provisionally Certificated Civil Aircraft: Operating Limitations	--	Operator Responsibility	Not applicable
91.319		Aircraft Having Experimental Certificates: Operating Limitations	--	Operator Responsibility	Complies
91.321		Carriage of Candidates in Federal Elections	--	Operator Responsibility	Operator Responsibility
91.323	91-253	Increased Maximum Certificated Weights for Certain Airplanes Operated in Alaska	All applicable information on weights will be provided in the FAA approved Airplane Flight Manual.	Operator is responsible for enforcing the regulation	Operator Responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.325		Primary Category Aircraft: Operating Limitations	--	Operator Responsibility	Not applicable
91.326-91.399		[Reserved]			--------
		* SUBPART E - MAINTENANCE, PREVENTIVE MAINTENANCE, and ALTERATIONS *			--------
91.401		Applicability	Noted		--------
91.403 (a) (b) (c)		General Airworthy conditions; Maintenance Required procedures	 -- An approved maintenance schedule as per the Maintenance Requirements Manual (derived from the MSG-3 process) and an Aircraft Maintenance Manual complying with FAR 25.1529 and Appendix H will be provided to each operator.	Operator Responsibility	Operator Responsibility Operator Responsibility Operator Responsibility
91.405 (a); (b); (d) (c)		Maintenance Required Discrepancies; Records Inoperative instruments	 The aircraft will have an approved MMEL. Approval of applicable MEL is the operator's responsibility.	 Operator Responsibility	Operator Responsibility Operator Responsibility Operator Responsibility
91.407		Operation after Maintenance, Preventive Maintenance, rebuilding, or alteration	---	Operator Responsibility	Operator Responsibility
91.409	91-211	Inspections	An approved maintenance schedule as per the Maintenance Requirements Manual (derived from the MSG-3 process) and an Aircraft Maintenance Manual complying with FAR 25.1529 and Appendix H will be provided to each operator.	Operator responsible for accomplishing required maintenance	Operator Responsibility
91.410		Repair Assessment for pressurized fuselages	Not applicable		Not Applicable
91.411		Altimeter System and Altitude Reporting Equipment Tests and Inspections	The Maintenance Requirements Manual includes the tests and inspections required by FAR 43 and appendices. The FAR 43 tests and inspections will be conducted as a part of the Canadair Functional Test Plan for each aircraft prior to C of A.	Operator Responsibility	Operator Responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.413		ATC Transponder Tests and Inspections	The Maintenance Requirements Manual includes the tests and inspections required by FAR 43 and appendices. The FAR 43 tests and inspections will be conducted as a part of the Canadair Functional Test Plan for each aircraft prior to C of A.		Operator Responsibility
91.415		Changes to aircraft inspection program	--	Operator Responsibility	Operator Responsibility
91.417		Maintenance records			Operator Responsibility
(a), (b), (c)		Documents requirements	An approved maintenance schedule as per the Maintenance Requirements Manual (derived from the MSG-3 process) and an Aircraft Maintenance Manual complying with FAR 25.1529 and Appendix H will be provided to each operator.		Operator Responsibility
(d)		Fuel tank installation	Not applicable, since the fuel tank is not installed within the passenger compartment/baggage compartment		Not applicable
91.419		Transfer of maintenance records	Operator's responsibility		Operator Responsibility
91.421		Rebuilt engine maintenance records	Not applicable		Operator Responsibility
91.423 - 91.499		[Reserved]			--------
		* SUBPART F - LARGE AND TURBINE-POWERED MULTIENGINE AIRPLANES*			--------
91.501		Applicability	Noted.	Operator Responsibility	Operator Responsibility

91.503		Flying Equipment and Operating Information			
(a)(1)		Flashlights	Two flashlights will be provided as basic aircraft equipment, one for each pilot's station	Working condition is responsibility of operator.	Operator Responsibility
(a)(2)		Cockpit checklist	Checklists will be provided in the Airplane Flight Manual / Operating Manual		Operator Responsibility
(a)(3) & (a)(4)		Aeronautical charts	---	Operator Responsibility	Operator Responsibility
(a)(5)		One engine inoperative climb performance data	The Airplane Flight Manual and Operating Manual will include the required data.		Operator Responsibility
(b), (c)		Cockpit checklist contents	The Airplane Flight Manual will contain all required checks.	Operator responsibility to follow checklists	Operator Responsibility
(d)		Use of data by crew	-----	Operator responsibility	Operator Responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.505		Familiarity with operating limitations and emergency equipment	An approved Aircraft Maintenance Manual complying with FAR 25.1529	Operator's Responsibility	Operator Responsibility
91.507		Equipment requirements: Over-the-top or night Night VFR operations	All equipment specified for IFR flight and Night VFR will be included in the baseline configuration RAL-690-0001.		Operator Responsibility
91.509		Survival equipment for overwater operations	The aircraft is not equipped for Extended Over Water Operations.		Operator Responsibility
91.511		Radio equipment for overwater operations	The aircraft is not equipped for Extended Over Water Operations.		Operator Responsibility
91.513		Emergency Equipment			
(a)		General	Noted		--------
(b)		Equipment requirements	The aircraft will be equipped with the emergency equipment listed in 121.310, therefore will comply with 25.807, 25.811, 25.812, 25.813		Operator Responsibility
(c)		Fire extinguishers	The lavatory is equipped with a built-in fire extinguisher for the disposal receptacle located within the lavatory. The built-in fire extinguisher discharges automatically upon occurrence of a fire in the receptacle as per 25.859. All fire extinguisher of an approved type		Complies
(d)		First Aid kit	One First Aid Kit, conforming to Appendix A will be provided as well as protective gloves	The emergency medical kit is operator responsibility	Complies
(e)		Crash axe	One Crash Axe will be provided as part of the basic configuration (RAL-690- 0001) in the cockpit		Complies
(f)		Megaphones	One megaphone will be provided as part of basic configuration (RAL-690-0001)		Complies
91.515		Flight altitude rules	--		Operator Responsibility
91.517		Passenger Information			
(a)		Smoking and seat-belt signs	Smoking and seat-belt signs complying with FAR 25.791 will be installed as part of the baseline configuration RAL-690- 0001.		Complies
(b)		Oral notification if no signs provided	Not applicable		Operator Responsibility
91.519		Passenger briefing	The applicable placards and lighted passenger information signs will comply with 25.791.	Oral briefing is Operator responsibility	Operator Responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.521		Shoulder Harness	All flight crew positions will be fitted with shoulder harnesses that comply with FAR 25.785 (at Amendment. 25-72) as basic equipment.		Complies
91.523		Carry-on baggage compartment			
(a)		Carry-on baggage compartment	Approved baggage and cargo storage compartments complying with FAR 25.787 will be provided	Operator responsibility to ensure correct stowage	Operator Responsibility
(b)		Stowage of baggage under passenger seats	Passenger seats incorporate baggage restraints which comply with FAR 25.561.	Operator responsibility to ensure correct stowage	Operator Responsibility
91.525		Carriage of Cargo			
(a)		Carriage of cargo - Requirements	Approved cargo compartments, complying with the relevant Requirements of FAR 25.855 thru 25.858 will be provided as basic equipment. Aircraft is fitted with two Class C Cargo Compartments, one aft passenger cabin and one under the forward cabin area.		Operator Responsibility
(b)		Accessibility of compartments for fire extinguishing	Not applicable	No compartments require physical entry of a crew member for fire extinguishing	Not applicable
91.527		Operating in Icing Conditions			Operator Responsibility
(a)		Take-off with contaminated surfaces	----	Operator Responsibility	Operator Responsibility
(b), (c)		IFR/VFR flight into known or forecasted icing conditions	An ice protection system complying with FAR 25.1419 and Appendix C will be installed as basic equipment		Complies
91.529		Flight Engineer requirements	--	Operator Responsibility	Not Applicable
91.531		Second in command requirements	--	Operator Responsibility	Operator Responsibility
91.533		Flight attendant requirements	Provisions are for two flight attendants	Operator Responsibility	Operator Responsibility
91.535		Stowage of food, beverage, and passenger service equipment during aircraft movement on the surface, takeoff, and landing	--	Operator Responsibility	Operator Responsibility
91.536 - 91.599		[Reserved]			--------

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
		* SUBPART G - ADDITIONAL EQUIPMENT and OPERATING REQUIREMENTS FOR LARGE and TRANSPORT CATEGORY AIRCRAFT *			--------
91.601		Applicability	Noted		--------
91.603		Aural Speed Warning Device	Speed warning devices which comply with FAR 25.1303(c)(1) will be included in the baseline configuration RAL-690- 0001.		Complies
91.605		Transport Category Civil Airplane Weight Limitations			
(a)		Conditions for aircraft certificated before October 1, 1958	Not applicable		Not applicable
(b)		Maximum take-off and landing weights for airfield elevation, ambient temperature, wind and runway gradient.	The Airplane Flight Manual will contain all data necessary to enable the operator to comply with this Requirement. The Operating Manual will contain flight planning data to enable computation of fuel and oil burned from departure to destination or alternate airport.		Operator Responsibility
91.607		Emergency exits for airplanes carrying passengers for hire.	The aircraft is equipped with four Type III (38 in. x 20 in.) overwing exits (two on each side). Passenger emergency evacuation will be demonstrated for 90 passengers.		Not applicable
91.609		Flight Recorders and Cockpit Voice Recorders			
(a)-(b)	91-228	General	--	Operator Responsibility	Operator Responsibility
(c)		Requirement for flight recorder	A digital flight recorder will be included in the baseline configuration RAL-690- 0001, in accordance with FAR 25.1459. FDR parameters 14a, 29, 33, 40, 44 and 54 are either missing or outside FAR 121.344 tolerances and are unreliable. These items will be rectified no later than September 2002.		Complies
(e), (f)		Requirement for cockpit voice recorder	A cockpit voice recorder will be included in the baseline configuration RAL-690- 0001, in accordance with FAR 25.1457		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.611		Authorization for ferry flight with one engine inoperative			
(a)(1)		General	Noted		Operator Responsibility
(a)(2)		Applicable information	An FAA approved AFM will be provided to each operator and will contain all relevant data required		Operator Responsibility
(b)		Flight tests: reciprocating-engine-powered airplanes	--	Operator Responsibility	Not Applicable
(c)		Flight tests: turbine-engine-powered airplanes	Not applicable		* Not demonstrated
91.613		Materials For Compartment Interiors	Will be addressed during the initial Type Certification		* Not demonstrated
91.615 - 91.699		[Reserved]			--------
		* SUBPART H - FOREIGN AIRCRAFT OPERATIONS AND OPERATIONS OF US REGISTERED CIVIL AIRCRAFT OUTSIDE OF THE UNITED STATES; AND RULES GOVERNING PERSONS ON BOARD SUCH AIRCRAFT*			--------
91.701		Applicability	Noted	Operator Responsibility	Operator Responsibility
91.702		Persons on board	--	Operator Responsibility	Operator Responsibility
91.703		Operations of civil aircraft of U.S. registry outside of the United States	--	Operator Responsibility	Operator Responsibility
91.705		Operations within airspace designated as Minimum Navigation Performance Specification Airspace	--	Operator Responsibility	Operator Responsibility
91.706		Operations within airspace designated as Reduced Vertical Separation Minimum Airspace	--	Operator Responsibility	Operator Responsibility
91.707		Flights between Mexico or Canada and the United States	--	Operator Responsibility	Operator Responsibility
91.709		Operations to Cuba	--	Operator Responsibility	Operator Responsibility
91.711		Special rules for foreign civil aircraft	--	Operator Responsibility	Operator Responsibility
91.713		Operation of civil aircraft of Cuban registry	--	Operator Responsibility	Operator Responsibility
91.715		Special flight authorizations for foreign civil aircraft	--	Operator Responsibility	Operator Responsibility
91.717 - 91.799		[Reserved]			--------
		* SUBPART I - OPERATING NOISE LIMITS*			--------

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.801		Applicability: Relation to Part 36	Noted		* Not demonstrated
91.803		Part 125 operations: Designation of applicable regulations	Noted		Operator Responsibility
91.805		Final compliance	Compliance will be shown during initial Type Certification		* Not demonstrated
91.807 (a) (b) (c)		Phased compliance under Parts 121, 125, and 135: Subsonic airplanes General Compliance schedules Apportionment of airplanes	 Noted Compliance with Part 36 will be demonstrated during initial Type Certification --	 Operator Responsibility	 -------- -------- --------
91.809		Replacement airplanes	--	Operator Responsibility	--------
91.811		Service to small communities exemption: Two engine, subsonic airplanes	--	Operator Responsibility	--------
91.813		Compliance plans and status: US operations of subsonic airplanes	Compliance with Part 36 will be demonstrated during initial Type Certification		--------
91.815		Agricultural and fire fighting airplanes: Noise operating limitations	Not applicable		Not applicable
91.817		Civil aircraft sonic boom	Not applicable		Not applicable
91.819		Civil supersonic airplanes that do not comply with Part 36	Not applicable		Not applicable
91.821		Civil supersonic airplanes: noise limits	Not applicable		Not applicable
91.823 - 91.849		[Reserved]			--------
91.851		Definitions	Noted		--------
91.853		Final compliance: civil subsonic airplanes	Compliance will be shown during initial Type Certification		* Not demonstrated
91.855		Entry and non-additional rule	Compliance with Noise standards will be shown during initial Type Certification		Operator Responsibility
91.857		Stage 2 operations outside of the 48 contiguous United States and authorization for maintenance	Compliance with Part 36 will be shown during the initial Type Certification and reflected in AFM	Operator Responsibility	Operator Responsibility
91.859		Modification to meet Stage 3 noise levels	Compliance with Part 36 will be shown during the initial Type Certification and reflected in AFM		--------
91.861		Base level	--	Operator Responsibility	Operator Responsibility
91.863		Transfers of Stage 2 airplanes with base level	--	Operator Responsibility	Operator Responsibility
91.865		Phased compliance for operators with base level	--	Operator Responsibility	Operator Responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
91.867	91-252	Phased compliance for new entrants	--	Operator Responsibility	Operator Responsibility
91.869		Carry-forward compliance	--	Operator Responsibility	Operator Responsibility
91.871		Waivers from interim compliance requirements	--	Operator Responsibility	Operator Responsibility
91.873		Waivers from final compliance	--	Operator Responsibility	Operator Responsibility
91.875		Annual progress reports	--	Operator Responsibility	Operator Responsibility
91.877		Annual reporting of Hawaiian operations	--	Operator Responsibility	Operator Responsibility
91.879 - 91.899		[Reserved]			--------
		* SUBPART J - WAIVERS *			--------
91.901		[Reserved]			--------
91.903		Policy and procedures	Noted	Operator Responsibility	Operator Responsibility
91.905	91-227	List of rules subject to waivers	Noted	Operator Responsibility	Operator Responsibility
91.907 - 91.999		[Reserved]			--------
		* SUBPART A - GENERAL *			--------
121.1		Applicability	Noted		--------
121.2	121-262	Compliance schedule for operators that transition to Part 121; certain new entrant operators			Operator responsibility
121. 4	121-251	Applicability of rules to unauthorized operators			Operator responsibility
121. 11		Rules applicable to operations in a foreign country			Operator responsibility
121. 15		Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances * SUBPART B - CERTIFICATION RULES FOR DOMESTIC AND FL00 AIR CARRIERS [RESERVED] * * SUBPART C - CERTIFICATION RULES FOR SUPPLEMENTAL AIR CARRIERS AND COMERCIAL OPERATORS [RESERVED] * * SUBPART D - RULES GOVERNING ALL CERTIFICATE HOLDERS UNDER THIS PART [RESERVED] * * SUBPART E - APPROVAL OF ROUTES: DOMESTIC AND FLAG OPERATIONS [RESERVED] *			Operator responsibility -------- -------- -------- --------
121. 91		Applicability	Noted		--------

121. 93	121-253	Route requirements: General	--	Operator Responsibility	Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121. 95	121-253	Route width	--	Operator Responsibility	Operator responsibility
121. 97	121-253	Airports: required data	--	Operator Responsibility	Operator responsibility
121. 99		Communication facilities	--	Operator Responsibility	Operator responsibility
121.101	121-253	Weather reporting facilities	--	Operator Responsibility	Operator responsibility
121.103	121-253	En route navigation facilities	--	Operator Responsibility	Operator responsibility
121.105		Servicing and maintenance facilities	--	Operator Responsibility	Operator responsibility
121.107		Dispatch centers * SUBPART F - APPROVAL OF AREAS AND ROUTES FOR SUPPLEMENTAL OPERATIONS *	--	Operator Responsibility	Operator responsibility --------
121.111		Applicability	Noted		--------
121.113	121-253	Area and route requirements: General	--	Operator Responsibility	Operator responsibility
121.115	121-253	Route width	--	Operator Responsibility	Operator responsibility
121.117 (a); (c) (b)	121-253	Airports: Required data Definitions and procedures Aeronautical data	 Instrument flight procedures and special information will be provided in the AFM	 Operator Responsibility	Operator responsibility Operator responsibility Operator responsibility
121.119	121-253	Weather reporting facilities		Operator Responsibility	Operator responsibility
121.121	121-253	En route navigational facilities	--	Operator Responsibility	Operator responsibility
121.123		Servicing maintenance facilities	--		Operator responsibility
121.125	121-253	Flight following system	--		Operator responsibility
121.127	121-253	Flight following system; requirements * SUBPART G - MANUAL REQUIREMENTS *	-- --		Operator responsibility --------
121.131		Applicability	Noted		Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.133		Preparation	--		Operator responsibility
121.135		Contents			Operator responsibility
(a)	121-250	Requirements	Manuals will be provided with aircraft complying with 121.135 and therefore 25.1581. Operator's responsibilities to ensure that manuals listed in 121.133 are also compliant.		Operator responsibility
(b)		Personnel	Operator's responsibility to ensure that manuals contain information that is appropriate for each group of personnel.		Operator responsibility
(c)		Copy of manual	Operator's responsibility to ensure that a copy of the manual is maintained at its principal operations base.		Operator responsibility
121.137	121-262	Distribution and availability	--		Operator responsibility
121.139	121-262	Requirements for manual abroad aircraft: Supplemental operations	--	Operator Responsibility	Operator responsibility
121.141		Airplane or rotorcraft flight manual			--------
(a)		Airplane flight manual.	An approved Airplane Flight Manual complying with 25.1581 will be provided with each aircraft. Operator's responsibility to ensure Manual is in aircraft.		Operator responsibility
(b)		Manual required by 121.133	Operator's responsibility to either carry AFM or manual required by 121.133.		Operator responsibility
		* SUBPART H - AIRCRAFT REQUIREMENTS *			--------
121.151		Applicability	Noted		--------
121.153	121-165	Aircraft requirements: General	Issuance of Certificate of Airworthiness will be requested and the compliance with applicable airworthiness standards will be demonstrated	Operator Responsibility	Operator responsibility
121.155		[Reserved]			--------
121.157		Aircraft certification and equipment requirements.			Operator responsibility
(a),(c) thru (g)		Other type of aircraft.	Not applicable		Not applicable
(b)	121-256	Airplanes certificated after June 30, 1942.	The aircraft will be certified as a transport category airplane and will meet the requirements of 121.173 (a), (b), (d) and (e).		Not applicable

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.159		Single-engine airplanes prohibited	Not applicable		Not applicable
121.161	121-251	Airplane limitations: Type of route.			Operator responsibility
(a)		One hour single engine flight time from adequate airport	ETOPS has not been requested for the CL-600-2D24. Operator's responsibility to specify allowable routes.		Operator responsibility
(b)		Extended Over Water Operation	All aircraft configurations comply with the ditching requirements of 25.801 except that equipment required by 25.1411 and 25.1415 are to be installed by customer option only.		Not demonstrated
(c)		Exception	Not applicable. Exception granted to non-transport category land airplane.		Not applicable
121.163	121-251	Aircraft proving tests.			--------
(a)		Domestic or fl00 Air carrier	Not applicable		Operator responsibility
(b)		Class of operation	The aircraft will show compliance with 21.35 during the initial Type Certification.		Operator responsibility
(c)		Helicopter	Not applicable		Not applicable
(d)		Definition of altered in design	--		None
(e)		Tests	Not applicable. The aircraft complied with 21.35 during the Type Certification process.		Operator responsibility
		* SUBPART I - AIRPLANE PERFORMANCE OPERATING LIMITATIONS *			--------
121.171	121-132	Applicability	Noted		--------
121.173	121-251	General.			--------
(a), (c), (e)		Other types of aircraft	Not applicable.		Not applicable
(b)	121-251	Turbine engine powered aircraft	The aircraft will show compliance with applicable provisions of 121.189 thru 121.197.		Operator responsibility
121.175	121-251	Airplanes: Reciprocating engine-powered: Weight Limitations	Not applicable		Not applicable
121.177	121-251	Airplanes: Reciprocating engine-powered: Takeoff limitations	Not applicable		Not applicable

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.179	121-251	Airplanes: Reciprocating engine-powered: En route limitations: All engine operating	Not applicable		Not applicable
121.181	121-251	Airplanes: Reciprocating engine-powered: En route limitations: One engine inoperative	Not applicable		Not applicable
121.183	121-251	Airplanes: Reciprocating engine-powered: En route limitations: Two engines inoperative	Not applicable		Not applicable
121.185	121-251	Airplanes: Reciprocating engine-powered: Landing limitations: Destination airport	Not applicable		Not applicable
121.187	121-251	Airplanes: Reciprocating engine-powered Landing limitations: Alternate airport	Not applicable		Not applicable
121.189	121-268	Transport category airplanes: Turbine engine powered; takeoff limitations.	The Airplane Flight Manual (AFM) will contain data to enable calculation of take off weight limits, accelerate/stop, takeoff distances corrected for airfield altitude, ambient temperature, runway gradient and wind. However it is the operator's responsibility to ensure compliance with data.		Operator responsibility
		* SUBPART K - INSTRUMENT AND EQUIPMENT REQUIREMENTS *			--------
121.191	121-143	Transport category airplanes: Turbine engine powered: En route limitations: one engine inoperative.	The Airplane Flight Manual (AFM) will contain approved one-engine inoperative net flight path data. However it is the operator's responsibility to ensure compliance with the data.		Operator responsibility
121.193		Transport category airplanes: Turbine engine powered: en route limitations: two engines inoperative.	The Airplane Flight Manual (AFM) will contain approved two engines inoperative net flight path data. However it is the operator's responsibility to ensure compliance with the data.		Operator responsibility
121.195	121-9	Transport category airplanes: Turbine engine powered: landing limitations: destination airports.	The Airplane Flight Manual (AFM) will contain approved landing limitations. However it is the operator's responsibility to ensure compliance with the data.		Operator responsibility
121.197	121-179	Transport category airplanes: Turbine engine powered: landing limitations: alternate airports.	The Airplane Flight Manual (AFM) will contain approved landing limitations. However it is the operator's responsibility to ensure compliance with the data.		Operator responsibility
121.198		Transport category cargo service airplanes: Increased zero fuel and landing weights.	Not applicable		Not applicable
121.199	121-132	Nontransport category airplanes: Takeoff limitations	Not applicable		Not applicable

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.201		Nontransport category airplanes: En route limitations: One engine inoperative	Not applicable		Not applicable
121.203	121-251	Nontransport category airplanes: Landing limitations: Destination airport	Not applicable		Not applicable
121.205	121-251	Nontransport category airplanes: Landing limitations: Alternate airport	Not applicable		Not applicable
121.207		Provisionally certificated airplanes: Operating limitations	Not applicable	Operator Responsibility	Not applicable
		* SUBPART J - SPECIAL AIRWORTHINESS REQUIREMENTS *			--------
121.211		Applicability	The details of compliance with the applicable para's are provided in sections below.		---------
121.213		[Reserved]			--------
121.215	121-84	Cabin interiors.			--------
(a)		Requirements	Noted.		* Not demonstrated
(b)		Flash Resistant	All materials are flame resistant as required by 25.853 & App. F Part 1 & 2, they are therefore flash resistant.		* Not demonstrated
(c)		Flame Resistant, Wall ceiling Panels	All cabin interiors are flame resistant and comply with the standards of FAR 25.853 & App. F Part 1 & 2.		* Not demonstrated
(d)		Ash Trays	Where smoking is allowed, ashtrays are provided. Other compartments are placarded against smoking in accordance with 25.853.		Not applicable
(e)		Receptacles	Disposal receptacles are of Fire Resistant material (Aluminum alloy), with doors designed so that they remain self-closing as per 25.853.		Complies
121.217		Internal doors.	Not applicable. There are no internal doors.		Not applicable
121.219		Ventilation.	Passenger and crew compartment ventilation is compliant with 25.831. No partitions exist between compartments.		Complies
121.221		Fire precautions.			--------
(a)(1)		Controls, wiring, lines,...	No compartment contains any control, wiring, lines, equipment or accessories whose damage or failure would affect the safe operation unless they are protected according to 25.855.		* Not demonstrated
(a)(2)		Prevent interface	Means to prevent cargo or baggage from interfering with fire protective features are compliant with 25.855.		* Not demonstrated
(a)(3)		Compartment materials	Materials used in the construction of the compartments meet requirements of 25.855.		* Not demonstrated

(a)(4), (b) thru (f)		Safeguarding against fires	All classifications are in accordance with 25.855 and 25.857.		* Not demonstrated

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.223		Proof of compliance with § 121.221.	Tests in flight will be conducted to show compliance with 121.121 and therefore 25.855.		Complies
121.225		Propeller deicing fluids	Not applicable		Not applicable
121.227		Pressure cross-feed arrangements.			--------
(a)		Pressure cross-feed lines	All fuel system lines are enclosed within a single rigid shroud. Drain holes are provided to allow for fuel leakage to be vented overboard.		Complies
(b)		Isolated lines	Lines that are isolated from the rest of the fuel system incorporate provisions for relieving excessive pressure.		Complies
121.229		Location of fuel tanks.			--------
(a)		Location	Fuel tanks are located in accordance with 121.255 and therefore will comply with 25.967 and 25.1185.		Complies
(b)		Nacelle as tank wall	Not applicable.		Not applicable
(c)		Tank isolation	Fuel tanks are isolated as per 25.967.		Complies
121.231		Fuel system lines and fittings	All fuel lines & fittings will comply with provisions of 25.933		* Not demonstrated
121.233		Fuel lines and fittings in designated fire zones.	All fuel lines and fittings in designated fire zones will comply with 121.259 and therefore will comply with 25.993 and 25.1183.		* Not demonstrated
121.235		Fuel valves.			--------
(a)		Comply with 121.257	All fuel valves will comply with shut-off means as per 25.1189.		Complies
(b)		Positive stops or index provisions	The fuel valve symbol on the EICAS provides a visual indication for each valve of fuel value open, closed or between open and closed.		Complies
(c)		Loads	All fuel valves are supported so that load resulting are not transmitted to the lines connected to the valve as per 25.995.		* Not demonstrated
121.237		Oil lines and fittings in designated fire zones.	All lines and fittings will be compliant with 25.1183.		* Not demonstrated
121.239		Oil valves.			Not demonstrated
(a)(1)		Compliance with 121.257	All oil valves will meet requirements of 25.1189.		* Not demonstrated
(a)(2)		Positive stops	Each oil valve will have positive stops or suitable index provisions in the "on" and "off" positions as per 25.1025.		* Not demonstrated
(a)(3)		Loads transmitted to lines	Each oil valve will be supported so that load will not be transmitted to the lines attached to the valve as per 25.1025.		* Not demonstrated
(b)		Propeller feathering	Not applicable.		Not applicable

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.241		Oil system drains.	Drains will be accessible and manually or automatically locked according to 25.1021.		* Not demonstrated
121.243		Engine breather lines.			--------
(a)		Condensed water vapor	Water cannot accumulate in any portion of breather lines as per 25.1017.		* Not demonstrated
(b)		Discharge location	Discharge of engine breather lines will not be located in a fire hazard location and do not strike the pilot's windshield as per 25.1017.		* Not demonstrated
(c)		Discharge	Engine breathers will not be discharge into the engine air induction system and will comply with 25. 1017.		* Not demonstrated
121.245		Fire walls.	All items will be isolated from the rest of the airplane by means of firewalls or shrouds, or by other equivalent means as per 25.1191.		* Not demonstrated
121.247		Fire wall construction.			--------
(a)		Construction	No hazardous quantity of air, fluids, or flame can pass from the engine compartment to other parts of the airplane as per 25.1191.		* Not demonstrated
(b)		Openings	All openings will be sealed with fireproof material and will comply with 25.1191.		* Not demonstrated
(c)		Fireproof material	Each firewall and shroud will be made of fireproof material and will comply with 25.1191.		* Not demonstrated
(d)		Corrosion	Each firewall and shroud will be protected against corrosion and will comply with 25.1191.		* Not demonstrated
121.249		Cowling.			--------
(a)		Design	Each cowling will be designed and supported to resist to the vibration inertia and air loads according to 25.1193.		* Not demonstrated
(b)		Draining and fireproof components	Provisions will be made to allow rapid and complete drainage of the cowling. And all parts of the cowling subject to high temperatures will be made of fireproof material as per 25.1193. Drains will not discharge in locations constituting a fire hazard and will meet requirements of 25.1187.		* Not demonstrated
121.251		Engine accessory section diaphragm.	Not applicable. The aircraft is not fitted with reciprocating engines.		Not demonstrated
121.253		Powerplant fire protection.			--------
(a)		Fire zones	Each designated fire zone will meet the requirements of 25.1185 to 25.1203.		* Not demonstrated

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(b)		Definition	Designated fire zones will be defined as per 25.1181.		* Not demonstrated
121.255		Flammable fluids.			--------
(a)		Tanks or reservoirs	No tanks or reservoirs containing flammable fluids will be located in designated fire zones unless an equivalent degree of safety is provided to that which would exist if the tank or reservoir were outside that zone as per 25.1185.		* Not demonstrated
(b)		Separation airspace	The airspace will be in accordance with 25.1185.		* Not demonstrated
121.257		Shutoff means.			--------
(a)		Engine	Each engine complies with shut-off means listed in 25.1189.		Complies
(b)		Emergency operating sequence	Operation of the shutoff means will not interfere with emergency operation of other equipment and will comply with 25.1189.		Complies
(c)		Location	All shutoff means will be located outside designated fire zones or are fire resistant. No hazardous amount of flammable fluid will drain into any designated fire zone after a shut off. Requirements will be met as per 25.1188.		* Not demonstrated
(d)		Inadvertent operation	Provisions to guard against inadvertent operation of the shutoff means will be provided as per 25.1189.		Complies
121.259		Lines and fittings.			--------
(a)		Location	Each line and its fittings located in a designated fire zone, are flexible and fire-resistant as per 25.1183.		* Not demonstrated
(b)		Material	Lines and fittings not subject to relative motion will be of fire-resistant materials.		* Not demonstrated
121.261		Vent and drain lines.	All vent drain lines will comply with 121.259 and therefore will comply with 25.1183.		* Not demonstrated
121.263		Fire extinguishing systems.			--------
(a)		Fire-extinguishing	Fire-extinguishing systems will be provided to serve in all designated fire zones and will comply with 25.1195.		Complies
(b)		Chemical reaction	Materials in the firex system will be chemically inert with Halon 1301 and will meet requirements of 25.1201.		Complies
121.265		Fire extinguishing agents.	Each fire zone will be served by a bottle filled with Halon 1301 (CBRF3). The fire extinguishing agent will comply with 25.1197.		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.267		Extinguishing agent container pressure relief.	Each bottle will incorporate a pressure relief into each discharge port. A bottle low pressure message will be displayed on EICAS to the crew. The pressure gauge will be visible to the maintenance crew in the aft equipment bay. The containers will be compliant with 25.1199.		Complies
121.269		Extinguishing agent container compartment temperature.	The temperature of each container will be maintained as per 25.1199.		* Not demonstrated
121.271		Fire extinguishing system materials.			--------
(a)		Materials	Each component of the firex system that is in a designated fire zone will be made of fireproof materials and will comply with 25.1201.		* Not demonstrated
(b)		Connections	All the firex connections within the designated fire zone will be fire proof and made of flexible materials in accordance with 25.1201.		* Not demonstrated
121.273		Fire detector systems.	Fire and overheat sensing elements will be installed in each of the designated fire zone and overheat zone and will meet requirements of 25.1203.		Complies
121.275		Fire detectors.	Fire detectors will be made and installed in a manner that assures their ability to withstand the vibration, inertia and other loads. The sensing elements will be hermetically sealed and have an Inconel sheath that prevents fumes or fluids from affecting its operation and will comply with 25.1203.		* Not demonstrated
121.277		Protection of other airplane components against fire.			--------
(a)		Surfaces rear of nacelles	All airplane surfaces except as provided in paragraph (b) aft of the nacelles in the prescribed area are fire resistant and will comply with 25.867.		* Not demonstrated
(b)		Surfaces not affected	Exceptions will comply with 25.867.		* Not demonstrated
121.279		Control of engine rotation.			--------
(a)		Stopping and restarting	In accordance with 25.903 with exception provided in paragraph (b) of this section.		Not applicable
(b)		Exception for turbine engines	No means for stopping the engine will be provided. Continued rotation has been shown not to jeopardize the safety of the airplane and therefore will comply with 25.903.		* Not demonstrated

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.281		Fuel system independence.	The fuel system will be arranged so that failure of any one component does not result in the irrecoverable loss of power of more than one engine.		Complies
121.283		Induction system ice prevention.	A means will be provided for preventing the malfunction of each engine due to ice accumulation in the engine air induction system as per 25.1093.		Complies
121.285	121-251	Carriage of cargo in passenger compartments.	There are no approved cargo bins located in the passenger compartment, therefore cargo is not permitted. Hand baggage is the only items, which are permitted.		Not applicable
121.287		Carriage of cargo in cargo compartments.	Not applicable. There are no cargo compartments on the aircraft, which allow access of the crew during flight.		Not applicable
121.289	121-251	Landing gear: Aural warning device.	The landing gear aural warning device will be fully compliant with these requirements.		Complies
121.291	121-251	Demonstration of emergency evacuation procedures.			--------
(a)		Procedure	Emergency evacuation demonstration will meet requirements of 25.803 and will be conducted during initial CL-600-2D24 Certification for 90 passengers.		Complies
(b)-(e)		Certificate Holder demonstration	--	Operator Responsibility	Operator responsibility
121.293		Special airworthiness requirements for nontransport category airplanes type certificated after December 31, 1964	Not applicable		Not applicable
		* SUBPART K - INSTRUMENT AND EQUIPMENT REQUIREMENTS *			--------
121.301		Applicability	Noted		--------
121.303	121-253	Airplane instruments and equipment.			--------
(a)		Applicability	Noted		--------
(b)		Instruments and equipment	All instruments and equipment are installed and approved in accordance with the Airworthiness requirements applicable to them.		* Not demonstrated
(c)		Airspeed	Airspeed indicator is calibrated in knots and all airspeed values in the Airplane Flight Manual will be recorded in knots (KIAS).		Complies
(d)		Operable instruments and equipment	Bombardier will submit a MMEL to the FAA for approval.		Does not comply

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.305	121-262	Flight and navigational equipment.			--------
(a)-(k)		Equipment	All equipment required will be provided as part of the baseline configuration and will comply with 25.1303. However, with the exception of standby instruments, gyroscopic instruments which are replaced by equivalent electronic instruments.		Complies
121.306		Potable electronic devices	--	Operator Responsibility	Operator responsibility
121.307		Engine instruments.			--------
(a)-(c), (f), (k)(1)(2)		Various engine instruments	Not applicable for the CL-600-2D24 Powerplant Installation.		Not applicable
(d)-(k) except (f)		Fuel pressure and pressure warning, flowmeter and quantity. Oil temperature, pressure. Tachometer.	All engine instruments indicators are provided in the baseline configuration and will comply with 25.1305.		Complies
121.308		Lavatory fire protection.			--------
(a)		Smoke detector system	A smoke detection system will be installed in the lavatory(ies) as per 25.854 with warning indication provided in cockpit.		Complies
(b)		Built-in fire extinguisher	The lavatory will be equipped with a built in fire extinguisher for the disposal receptacle located within the lavatory. The built-in fire extinguisher discharges automatically upon occurrence of a fire in the receptacle as per 25.854.		Complies
(c)		30 passengers or fewer	Not applicable		Not applicable
(d)		Nontransport category airplane	Not applicable		Not applicable
121.309	121-251	Emergency equipment.			--------
(a)		General	The aircraft will be equipped with the emergency equipment listed in 121.310 and therefore will comply with 25.807, 25.811, 25.812 and 25.813.		Operator responsibility
(b)(1)		Emergency & flotation equipment: Inspection	Periodic inspections will be included in the Maintenance Planning Document derived from the MSG-3 process.	Operator Responsibility	Operator responsibility
(b)(2)		Emergency & flotation equipment: Accessibility	Each item of emergency and flotation equipment will be readily accessible and will comply with 25.1411. Life preservers will be installed for flight crew, flight attendants and observer. Passengers will be provided with flotation seat cushions.		Complies
(b)(3)		Identified for method of operation	All items of emergency and flotation equipment will be clearly identified and marked as to their method of operation as per 25.1561.		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(b)(4)		Marked compartments	All compartments in which items are stowed, will be clearly identified and marked in accordance with 25.1561.	It is the operator's responsibility to ensure that these items are marked as to date of last inspection.	Complies
(c)		Hand fire extinguishers	All fire extinguishers are of an approved type.		Complies
(c)(1)		Type and quantity of extinguishant agent	The extinguishing agents are suitable for the kind of fires likely to occur in the compartment where the extinguishant agents are intended to be used.		Complies
(c)(2)	121-251	Class E cargo compartments	Not applicable. No class E compartment is provided.		Not applicable
(c)(3)		Galley compartments	One Halon extinguisher will be accessible from the galley.		Complies
(c)(4)		Flight crew compartment	One Halon extinguisher will be located on the flight deck for use by the flight crew.		Complies
(c)(5)		Passenger compartments	Two Halon extinguishers will be located in the passenger compartment.		Complies
(c)(7)		Halon BCF extinguisher	Four Halon extinguishers will be installed on the aircraft and two are located in the passenger compartment.		Complies
(d)		First aid, emergency medical equipment and protective gloves	One first aid kit, conforming to Appendix A will be provided as well as protective gloves.	The emergency medical kit is the operator's responsibility.	Complies
(e)		Crash ax	One crash ax will be provided as part of the basic configuration (RAL-690-0001) in the cockpit.		Complies
(f)		Megaphones	One Megaphone will be provided as part of the basic configuration (RAL-690- 0001).		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.310		**Additional emergency equipment.**			
(a)		Means for emergency evacuation	Not applicable. No exit is more than 6 feet above ground.	The Aft Service Door does not represent a part of Type Design configuration; it will be certified as a post-certification option. The option will also include an installation inflatable slide.	Does not comply. Rear service door is more than 6 feet above ground and did not have slide installed.
(e)(1)		Emergency exit operating handles	Not applicable. Application for Type Certificate after prior 1972.	There is a misstatement in BA position. The requirement addresses aircraft for which the application for the type certificate was filed prior to May 1, 1972. Therefore, the requirement is not applicable.	Not demonstrated
(a)		Means for emergency evacuation	Not applicable. No exit is more than 6 feet above ground.		Does not comply. Rear service door is more than 6 feet above ground and did not have slide installed.
(b)		Interior emergency exit marking	All emergency exits and its means of access and opening will be conspicuously marked. All locating signs will comply with 25.811.		Complies
(c),(d)		Lighting for interior emergency exit markings	The emergency lighting system for the aircraft will comply with 25.812.		Complies
(e)(1)		Emergency exit operating handles	Not applicable. Application for Type Certificate after 1972.		Not demonstrated

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(e)(2)			Emergency exit operating handles and instructions for opening the exits will show compliance with 25.811.		* Not demonstrated
(f)(1)		Emergency exit access: Passageway	Passageways leading to Type I exits are unobstructed and at least 20 inches wide. No Type II exit will be provided on the aircraft.		Complies
(f)(2)		Emergency exit access: Space next to exit	Space next to the Type I exit will be provided for a crew member to assist in the evacuation of passengers without reducing the passageway as per 25.813.		Complies
(f)(3)		Emergency exit access: Access from main aisle	There is access from the main aisle to the Type III exits. The access is unobstructed by seats, berths or other protrusions as per 25.813 that would reduce the effectiveness of the exits.		Complies
(f)(4)		Emergency exit access: Passageway between passenger compartments	Not applicable		Not applicable
(f)(5)		Emergency exit access: Partition	Not applicable		Not applicable
(f)(6)		Emergency exit access: Doorway separating areas.	Not applicable		Not applicable
121.310 (g)		Exterior exit markings	All exterior markings will comply with 25.811.		Complies
(h)		Exterior emergency lighting and escape route	Exterior lighting will comply with 25.812. The non-slip walkway will comply with 25.810.		Complies
(i)		Floor level exits	Both floor level exits will comply with 25.807.		* Not demonstrated
(j)		Additional emergency exits	Not applicable. No additional emergency exits are provided in excess of the minimum number of required emergency exits.		Not applicable
(k)		Ventral and tailcone exit	Not applicable. There are no ventral or tailcone exits on the aircraft.		Not applicable
(l)		Portable lights	Flashlight stowage provisions will be accessible from the flight attendant seats.		Complies
(m)		60 ft Rule	Not applicable. The greatest distance between any two emergency exits is less than 60 feet.		Not applicable
121.311	121-255	Seats, safety belts, and shoulder harnesses.			---------
(a)(1)		Approved seat	The aircraft is fitted with the approved type seats. It is the operator's responsibility to ensure that a seat is provided for each person during takeoff and landing including for a person who has reached his second birthday.		Complies

(a)(2)		Approved seat belts	All seats that may be occupied during takeoff and landing will be fitted with an approved seat belt/harness as per 25.785.		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(b)		Occupancy of approved seat	--	Operator Responsibility	Operator responsibility
(c)		Child restraint seats	--	Operator Responsibility	Operator responsibility
(d)		Sideways facing seats	Not applicable. No sideways facing seats are fitted in the aircraft.		Not applicable
(e)		Seat back upright	--	Operator Responsibility	Operator responsibility
(f)		Combined safety belt/shoulder harness for crew seats	Crew safety harness are provided and will comply with 25.785.		Complies
(g)		Flight attendant seat and safety harness	Flight attendant seat and safety harnesses are provided and will comply with 25.785.		Complies
(h)		Use of combined safety belt/harness	--	Operator Responsibility	Operator responsibility
(i)		Securing of safety belt/harness at unoccupied seats	--	Operator Responsibility	Operator responsibility
121.312		Materials for compartment interiors.			--------
(a)		Compliance with 25.853.	All materials used in the aircraft interior will comply with the standards of 25.853 as required.		* Not demonstrated
(b)		Fire protection of seat cushions	All seat cushions in the passenger cabin include fire blocking material to comply with 25.853.		* Not demonstrated
(c)		All interior materials	All materials used in the aircraft interior will comply with the standards of 25.853 as required.		* Not demonstrated
(d)		All interior materials: other airplanes.	Not applicable		Not applicable
121.313	121-251	Miscellaneous equipment.			--------
(a)		Spare fuses	Not applicable. Spare fuses are not provided since all resettable circuits are protected by circuit breakers.		Not applicable
(b)		Windshield wipers	A windshield wiper will be provided at each pilot station as part of the baseline configuration (RAL-690-0001).		Complies
(c)		Electrical power and distribution	Power and distribution will comply with 25.1309, 25.1331, 25.1353, 25.1355 and 25.1431 as required.		* Not demonstrated
(d)		Means for indicating adequate power	Indication of the adequacy of power supplies to required flight instruments will comply with 25.1331.		* Not demonstrated
(e)		Duplicated static pressure	Three independent static pressure systems are provided as part of the baseline configuration.		Complies
(f)		Lockable cockpit door	A folding lockable cockpit door will be installed to conform to 25.772 as part of the baseline configuration.		Complies
(g)		Compartment separating doors	Not applicable. No such doors are fitted on the aircraft since there is only one passenger compartment.		Not applicable

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(h)		Placards	Not applicable. No doors are installed which require to be open during takeoff and landing to obtain access to an emergency exit.		Not applicable
(i)	121-251	Means to unlock doors	The toilet is the only compartment accessible to passengers. Means will be provided to unlock the toilet door from the outside in accordance with 25.783.		Complies
121.314		Cargo and baggage compartments.			--------
(a)(b)		Class C or D compartment	Materials used in the class C cargo compartment will comply with FAR 25 Appendix F. No class D compartment will be provided on the aircraft.		* Not demonstrated
121.315		Cockpit check procedure.			--------
(a), (b)		Approved cockpit check procedure	Cockpit procedures checklists will be provided in the approved Airplane Flight Manual.		Operator responsibility
(c)		Use of cockpit check procedure	Operator's responsibility to ensure that the cockpit check procedures will be performed.		Operator responsibility
121.316		Fuel tanks.	Fuel tank access covers will comply with 25.963 and will form a part of the baseline configuration.		* Not demonstrated
121.317	121-277	Passenger information.			--------
(a)		Information signs	All passenger information signs will comply with 25.791 and are constructed so that crewmembers can turn them on and off.		Complies
(b)		Usage of "Fasten Seatbelt" sign	--	Operator Responsibility	Operator responsibility
(c)		No smoking routes	--	Operator Responsibility	Operator responsibility
(d)		Additional seat belt sign	Fasten seat belt while seated signs will be provided on each seat back.		Complies
(e)		Placard for Lavatory Smoke Detector	A placard will be installed on the lavatory smoke detector that states "Federal Law Prohibit Tampering with Smoke Detection in this Lavatory".		Complies
(f)		Ensuring Passengers wear seatbelts	--	Operator Responsibility	Operator responsibility
(g),(h), (i)		Enforcing Messages on Placards	Symbolic placards will be located to inform passengers that smoking and the tampering of smoke detectors in the lavatory are prohibited.	It is the operator's responsibility to enforce these regulations.	Operator responsibility
(j)		Usage of "No Smoking" signs	--	Operator Responsibility	Operator responsibility
(k)		Passenger compliance with (f) thru (i)	--	Operator Responsibility	Operator responsibility
(l)		Nontransport category airplane	Not applicable		Not applicable

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.318		Public address system.			--------
(a)		Independence	A public address (PA) system is fitted which is independent of the crew interphone system.		Complies
(b)		Equipment approval	The PA system will be approved in accordance with 21.305 "Approval of materials, parts, processes, and appliances.		* Not demonstrated
(c)		Accessibility - flight crew	The PA system will be immediately accessible for use from each flight crew station as per 25.1423.		Complies
(d)		Accessibility - flight attendant	A PA microphone will be installed adjacent to the flight attendant and is readily accessible when attendant is seated as per 25.1423.		Complies
(e)		Availability	The PA system is capable of operation within 10 seconds from the flight attendant positions in accordance with 25.1423.		Complies
(f)		Audibility	The PA transmissions are audible at all passenger seats, the lavatory and flight attendant position as per 25.1423.		Complies
(g)		Compliance with 25.1423	The PA system will comply with 25.1423.		* Not demonstrated
121.319	121-253	Crewmember interphone system.			--------
(a)		Independence	The crew interphone system is capable of being operated independently of the passenger address systems.		Complies
(b)		Approval	The crew interphone system will be approved in accordance with 21.305 as required.		* Not demonstrated
(b)(1)		Two-way communication	The crew interphone system provides two-way communication between the pilot compartment and the passenger compartment.		Complies
(b)(2), (3),(4)		Accessibility	The crew interphone system is accessible from each flight crew station and the cabin attendant station in the passenger compartment. It is also capable of operation within 10 seconds by the flight attendants.		Complies
(b)(5)(i)		Flight attendant use	The interphone system is accessible at attendant station near the floor level exits.		Complies
(b)(5) (ii)		Alerting system	Aural and visual alerting systems are provided.		Complies
(b)(5) (iii)		Determination of call	Means are provided to notify whether the call is normal or emergency.		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(b)(5) (iv)		Communication with ground crew	Communication between either flight crew station and ground personnel is available when the aircraft is on the ground. Visible detection from within the aircraft can be avoided.		Complies
121.321		[Reserved]			--------
121.323	121-251	Instruments and equipment for operations at night.	All equipment listed in this requirement and by cross reference to 121.305 thru 121.321 will be included in the baseline configuration.		--------
(a)		Position lights	Position lights are provided and will comply with 25.1385 thru 25.1389.		Complies
(b)		Anti-collision lights	Anti-collision lights are provided and will comply with 25.1401.		Complies
(c)		Landing lights	Landing lights are provided and will comply with 25.1383.		Complies
(d)		Instrument lights	Instruments lights will comply with 25.1381 and provide enough light to make each required instrument easily readable and are installed so that the direct rays are shielded from the flight crewmembers' eyes.		Complies
(e)		Airspeed indicating system with heated pitot tube	An airspeed indicating system with heated pitot tube is provided in order to prevent malfunctioning due to icing as per 25.1323.		Complies
(f)		Sensitive altimeter	A sensitive altimeter will be provided as per 25.1303.		Complies
121.325		Instruments and equipment for operations under IFR or over the top.	All equipment listed in this requirement and by cross-reference to 121.305 thru 121.321 will be included in the baseline configuration.		Operator responsibility
(a)		Airspeed indicating system with heated pitot tube	An airspeed indicating system with heated pitot tube will be provided in order to prevent malfunctioning due to icing as per 25.1323.		Complies
(b)		Sensitive altimeter	A sensitive altimeter will be provided as per 25.1303.		Complies
(c)		Instrument lights and illumination	Instrument lights will comply with 25.1381 and provide enough light to make each required instrument easily readable and are installed so that the direct rays are shielded from the flight crewmembers' eyes.		Complies
121.327		Supplemental oxygen: Reciprocating engine powered airplanes	Not applicable		Not applicable
121.329		Supplemental oxygen for sustenance: Turbine engine powered airplanes.			--------
(a)		Supplemental oxygen	Supplemental oxygen systems will be provided on the aircraft.		Complies
(a)(1)		Oxygen quantity	The oxygen content is sufficient for descent from max. altitude to 10 000 feet only.		Complies

(a)(2), (3),(4)		Oxygen required for each operation and route	Noted.		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(b)		Supply of crew oxygen	A crew oxygen system complying with the relevant requirements of 25.1441 thru 25.1443will be provided for the flight attendants, and for the flight crew in the flight compartment.		Complies
(b)(1), (2),(3)		Crew use of oxygen	Not applicable. Cabin pressure altitude is maintained at 8000 feet during all phase of flight.		Operator responsibility
(c)		Supply of passenger oxygen	A passenger oxygen system complying with the relevant requirements of 25.1441 thru 25.1453 will be installed on the aircraft.		Operator responsibility
(c)(1), (2),(3)		Use of passenger oxygen	Not applicable. Cabin pressure is maintained at 8000 feet during all phase of flight. Passenger oxygen system is designed only for emergency descent to 10000 feet.		Operator responsibility
121.331		Supplemental oxygen requirements for pressurized cabin airplanes: Reciprocating engine powered airplanes	Not applicable		Not applicable
121.333	121-262	Supplemental oxygen for emergency descent and for first aid; turbine engine powered airplanes with pressured cabins.			--------
(a)		Supply of oxygen equipment	An oxygen system including dispensing equipment complying with the relevant requirements of 25.1441 thru 25.1453 will be provided.		Complies
(b)		Crew member oxygen supply	Sufficient crew oxygen content will be provided and will comply with 121.329.		Complies
(c)(1)		Use of crew masks	Quick donning type oxygen masks for flight crewmembers will be provided on the aircraft and will meet requirements of 25.1443 thru 25.1453.		Complies
121.333 (c)(2), (3)		Use of crew oxygen masks	--	Operator Responsibility	Operator responsibility
(c)(4)		Preflight check of oxygen equipment	The Airplane Flight Manual requires a preflight check of the oxygen equipment. Detailed procedures will be recorded in the Fligth Crew Operating Manual (FCOM)Volume 2	It is the operator's responsibility to ensure that it is conducted.	Operator responsibility
(d)		Use of portable oxygen equipment by cabin attendants	Two portable oxygen cylinders will be installed in the entrance storage compartment.		Complies
(e)(1)		Passenger cabin occupants: Descend within four min.	Oxygen will be available for at least 10 percent of the passenger cabin occupants.		Complies

(e)(2)		Passenger cabin occupants: Cannot descend within four min.	Oxygen will be available for 13 min. after cabin decompression and activated by the passenger. The a/c will be able to get down to 14 000 feet within 4 minutes.		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(e)(3)	121-262	Passenger cabin occupants: First Aid oxygen	Two portable oxygen systems, each with corresponding mask and pouch, will be provided in accordance with 25.1443.		Complies
(f)		Passenger briefing	--	Operator Responsibility	Operator responsibility
121.335		Equipment standards.			--------
(a)		Reciprocating engine powered airplanes	Not applicable		Not applicable
(b)		Turbine engine powered airplanes	An acceptable minimum rate of oxygen flow will be provided (in compliance with FAR 25).		* Not demonstrated
121.337	121-261	Protective breathing equipment for the flight crew.			--------
(a),(b) (1),(3) thru (8)		Pressurized cabin airplanes	Three protective breathing equipment, complying with 25.1439, will be provided as part of baseline configuration.		Complies
(b)(2)		Equipment inspection	The maintenance Planning document, derived from MSG-3 process will specify a periodic inspection based on the equipment manufacturer recommendation.		Operator responsibility
(b)(9) (i)		Fire combating: PBE in galley other than passenger, cargo or crew compartment	Not applicable		Complies
(b)(9) (ii)		Fire combating: PBE on flight deck	One protective breathing equipment will be provided in the flight crew compartment.		Complies
121.337 (b)(9) (iii)		Fire combating: PBE in passenger compartment	One protective breathing equipment will be provided near each hand fire extinguisher and will be located within 3 feet of it.		Complies
(c)	121-261	Equipment pre-flight	The crew checklists require a pre-flight check on the PBE. It is the operator's responsibility to ensure that they are checked. Detailed procedures will be recorded in the Flight Crew Operating Manual - Volume 2.		Operator responsibility
121.339	121-239	Emergency equipment for extended over water operations.	The aircraft is not equipped for Extended Over Water Operations.		Operator responsibility
121.340	121-251	Emergency flotation means.			Operator responsibility
(a)		Life preservers	Passengers will be provided with flotation seat cushions. Life preservers are provided for flight crew, flight attendants and observer.		Operator responsibility
(b)		Exceptions to (a)	Not applicable		Operator responsibility
121.341	121-251	Equipment for operations in icing conditions.			--------
(a)		Icing approval	The aircraft will be certificated for operation in icing conditions in accordance with 25.1419.		Complies

(b)		Ice inspection lights	Means of illuminating the wing leading edges, complying with 25.1403, will be installed on the aircraft.		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(c)		Nontransport category airplanes	Not applicable		Not applicable
(d)		Weather reports	--	Operator Responsibility	Operator responsibility
121.342		Pitot heat indication systems.	A pitot heat indication system is provided on the aircraft and will comply with 25.1326.		Complies
121.343	121-238	Flight recorders.			--------
(a)		Effectivity	A FDR is provided in accordance with FAR 121 Appendix B.		Complies
(b),(c)		A/C Type Certificated before 1969	Not applicable		Not applicable
(d)		A/C manufactured after 1989	A FDR, recording the parameters of this subparagraph in accordance with Part 121 Appendix B will be installed to comply with 25.1459.		Complies
(e)		Digital flight data acquisition unit	A digital FDR compatible with the DFDAU will be provided.		Complies
(f)		A/C manufactured after 1991	Refer to subpar. (e).		Complies
121.343 (g)		Period of operation	The recorder operates continuously from start of take-off roll to completion of landing roll.		Complies
(h)		Retention of recorded data	--	Operator Responsibility	Operator responsibility
(i)		Accident reporting	--	Operator Responsibility	Operator responsibility
(j)		Installation requirements	The FDR will be installed to comply with FAR 25.1459.		Complies
(k)		Underwater locator device	An underwater locator device will be attached to the FDR as per 25.1459.		Complies
(l)		A/C specified in para. (b)	Not applicable		Not applicable
121.344		Digital Flight Recorders			--------
(a)		Operational Parameters	A digital flight recorder will be included in the baseline configuration RAL-690-0001, in accordance with FAR 25.1459. FDR parameters 14a, 29, 33, 40, 44 and 54 are either missing or outside FAR 121.344 tolerances and are unreliable. These items will be rectified no later than September 2001.		Complies
121.344 a		Digital flight data recorders for 10-19 seat airplanes	Not applicable		Not applicable
121.345	121-190	Radio equipment.			--------

(a)		Radio equipment required	--	It is the operator's responsibility to ensure that the airplane is equipped with radio equipment required for the kind of operation conducted.	Operator responsibility
(b)		Independence of required radio	Dual independent communication systems will be provided and will comply with 25.1307.		Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(c)		ATC Transponder equipment	Dual Mode S transponders will be installed on the aircraft and the equipment will meet TSO C112 standards.		Complies
121.347	121-226	Radio equipment for operations under VFR over routes navigated by pilotage.			--------
(a),(b)		Required equipment	Dual communication radio equipment will be provided to comply with this requirement.		Operator responsibility
121.349	121-251	Radio equipment for operations under VFR over routes not navigated by pilotage or for operations under IFR or over the top.			--------
(a),(b), (c)		Required equipment	Dual VHF communications, dual VHF navigation (VOR/ILS/Marker), dual ADF and dual DME will be installed as part of the baseline configuration. (RAL-690- 0001)	No HF communication equipment is installed	Complies
(d)		Inoperative DME equipment	--	Operator Responsibility	Operator responsibility
(e)		Passenger seat configuration of 10 to 30 seats	Not applicable		Not applicable
121.351	121-254	Radio equipment for extended over water operations and for certain other operations.			--------
(a)		Extended over water operations.	The aircraft is not certified for extended over water operation		Does not comply
(b)		Uninhabited terrain	Flight over inhospitable terrain is permitted within the constraints of the VHF navigation equipment installed (121.347(a)(1)).		Operator responsibility
(c)		Installation of LRNS and LCRS	Not applicable		Not applicable
121.353	121-251	Emergency equipment for operations over uninhabited terrain areas: Flag and supplemental air carriers and commercial operators.			Operator responsibility
(a)		Pyrotechnic signaling devices	None will be provided.		Does not comply
(b)		Emergency locator transmitter	An ELT will be installed as basic aircraft equipment. The ELT conforms to TSO C91A.	It is the operator's responsibility to change batteries accordingly to ensure function.	Operator responsibility
(c)		Survival kits	None will be provided.	Customer Option	Operator responsibility
121.354		Terrain awareness and warning system			--------
(a); (b)		General	TAWS (compliant with TSO C151) will be offered for the CL-600-2D24 as an option. The compliance will be shown during initial Type Certification.		Complies

(c)		AFM	All applicable information will be recorded in the FAA approved Airplane Flight Manual.		* Not demonstrated

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.355		Equipment for operations on which specialized means of navigation are used.			--------
(a)		Doppler Radar or Inertial Navigation System	Not applicable		Not applicable
(b)		Training, maintenance, operations manual		Operator Responsibility	Operator responsibility
121.356	121-251	Traffic Alert and Collision Avoidance System.			--------
(a)		Effectivity	A Traffic Alert Collision Avoidance Systemwill be installed as the baseline configuration (RAL-690-0001) together with a Mode S transponder.		Complies
(b)		10-30 seats	Not applicable		Not applicable
(c)		Manuals required by 121.131	Airplane Flight Manual, Operating Manual, and Maintenance Manuals will include appropriate procedures listed in this requirement.		Operator responsibility
121.357	121-251	Airborne weather radar equipment requirements.			--------
(a)		Equipment	A digital weather radar system will be included in the baseline configuration (RAL-690-0001).		Complies
(b)		Reserved	Noted		--------
(c)(1)		Dispatch	--	Operator Responsibility	Operator responsibility
(c)(2)		En route failure	--	Operator Responsibility	Operator responsibility
(d)		Geographical concession	Noted		None
(e)		Alternate electrical power not required	Noted		None
121.358		Low altitude windshear system equipment requirements.			--------
(a)		Airplanes manufactured after Jan. 1991	A windshear detection and guidance systemwill be included in the baseline configuration (RAL-690-0001).		Complies
(b)		Airplanes manufactured before Jan. 1991	Not applicable		Not applicable
(c)		Extension of compliance date	Not applicable		Not applicable
(d)		Definitions	Noted		None
121.359	121-251	Cockpit voice recorders.			--------
(a)		Requirement	A Cockpit voice recorder will be included in the baseline configuration Operation is continuous from start of the use of the checklist (before starting engines), to completion of the final checklist at the termination of the flight.		Complies
(b)		Schedule for completion	Not applicable. Compliance with subpar. (a) is met.		Not applicable

(c)(1)		Applicable standards	The CVR will comply with the requirements of part 25.		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(c)(2)		Recorder container - color, reflective tape, underwater locating	The recorder container is bright orange and reflective tape or other means will be provided to facilitate location underwater.		Complies
(d)		Seating configuration of 10-19 seats	Not applicable		Not applicable
(e)		Seating configuration of 20-30 seats	Not applicable		Not applicable
(f)		Erasure feature	At least the last 30 minutes of CVR recording is retained.		* Not demonstrated
(g)		Boom or mask microphone	Uninterrupted signals received by the boom or mask microphones will be recorded in accordance with 25.1457(c)(5).		* Not demonstrated
(h)		Procedures in the event of accident	--	Operator Responsibility	--------
121.360		Ground Proximity Warning-Glide Slope Deviation Alert System.			--------
(a)		Approved GPWS equipment	A TSO-C92 (b) approved GPWS will be included in the baseline configuration (RAL-690-0001).		* Not demonstrated
(b)		Airplane Flight Manual	The Airplane Flight Manual will contain appropriate procedures listed in this requirement.		* Not demonstrated
(c)		Enforcing deactivation of GPWS as shown responsibility in AFM	--	Operator Responsibility	Operator responsibility
(d)		Recording of GPWS deactivation	--	Operator Responsibility	Operator responsibility
(e),(f)		Ground proximity warning/glide slope	A GPWS - glideslope deviation alerting system meeting TSO-C92(b) will be incorporated in the baseline configuration (RAL-690-0001)		* Not demonstrated
		* SUBPART L - MAINTENANCE, PREVENTIVE MAINTENANCE, AND ALTERATIONS *			--------
121.361		Applicability	Noted		--------
121.363	121-106	Responsibility for airworthiness.	--	Operator Responsibility	Operator responsibility
121.365	121-3	Maintenance, preventive maintenance, and alteration organization.	--	Operator Responsibility	Operator responsibility
121.367	121-100	Maintenance, preventive maintenance, and alterations program.	--	Operator Responsibility	Operator responsibility
121.369	121-106	Manual requirements.			--------
(a)		Certification holders organization chart	--	Operator Responsibility	Operator responsibility
(b)		Maintenance programs	A Maintenance Requiements Manual derived from the MSG-3 process and an Aircraft Maintenance Manual will be provided with each aircraft.		Operator responsibility
(b)(1)		Routine and non-routine maintenance, preventive maintenance, and alterations	These are all will be covered in the Aircraft Maintenance Manual		Operator responsibility

(b)(2)		Mandatory inspection	Mandatory inspections will be covered as Airworthiness Limitations in the Maintenance Requirements Manual Part II		Operator responsibility
FAR	**Amendment**	**Requirement**	**Bombardier Position**	**Bombardier Remark**	**FSB Finding**
(b)(3)		Method of performing inspection	Inspection methods will be provided in the Aircraft Maintenance Manual.	It is the operator's responsibility to ensure that inspections are performed.	Operator responsibility
(b)(4)		Procedures for re-inspection	Duplicate inspections will be specified where necessary in the Aircraft Maintenance Manual.		Operator responsibility
(b)(5)		Procedures standards	These procedures will be contained in the Aircraft Maintenance Manual as appropriate.		Operator responsibility
(b)(6),(9) thru (c)		Administration of maintenance and personnel	--	Operator Responsibility	Operator responsibility
121.370		Repair assessment for pressurized fuselages	Not applicable		Not applicable
121.371		Required inspection personnel	--	Operator Responsibility	Operator responsibility
121.373	121-253	Continuing analysis and surveillance	--	Operator Responsibility	Operator responsibility
121.375		Maintenance and preventive maintenance training program	--	Operator Responsibility	Operator responsibility
121.377	121-21	Maintenance and preventive maintenance personnel duty time limitations	--	Operator Responsibility	Operator responsibility
121.378	121-251	Certificate requirements	--	Operator Responsibility	Operator responsibility
121.379		Authority to perform and approve maintenance, preventive maintenance, and alterations	--	Operator Responsibility	Operator responsibility
121.380		Maintenance recording requirements	--	Operator Responsibility	Operator responsibility
121.380 a		Transfer of maintenance records	--	Operator Responsibility	Operator responsibility
		* SUBPART M - AIRMAN AND CREWMEMBER REQUIREMENTS *			--------
121.381	121-256	Applicability	Noted		---------
121.383	121-256	Airman: Limitation on use of services	--	Operator Responsibility	Operator responsibility
121.385		Composition of flight crew	--	Operator Responsibility	Operator responsibility
121.387		Flight Engineer	--	Operator Responsibility	Not applicable
121.389	121-178	Flight navigator and specialized navigation equipment	Navigation equipment will be provided both to pilot and co-pilot	Flight navigator qualifications are the operator responsibility	Operator responsibility

121.391	121-251	Flight attendants.			--------
(a)		Number of flight attendants	The aircraft will be equipped with two flight attendant stations. One at the fwd and one at the aft end of the cabin.		Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(b)		Emergency Evacuation	The Emergency Evacuation Test will be performed with two flight attendants in compliance with 25.803. It is the operator's responsibility to comply with 121.291.		Operator responsibility
(c)		Number of flight attendant approved		Operator Responsibility	Operator responsibility
(d)		Location of Flight attendants	The flight attendant is located next to the required floor level exit.		Operator responsibility
(e)		Flight attendants required at stops	--	Operator Responsibility	Operator responsibility
121.393		Crewmember requirements at stops where passengers remain on board.	--	Operator Responsibility	Operator responsibility
121.395		Aircraft dispatcher: Domestic and flag operations	--	Operator Responsibility	Operator responsibility
121.397	121-7	Emergency and emergency evacuation duties	--	Operator Responsibility	Operator responsibility
		* SUBPART N -TRAINING PROGRAM *			--------
121.400	121-259	Applicability and terms used	Noted		--------
121.401	121-143	Training program: General	A FAA approved training program will be offered before aircraft delivery to the customer.		Operator responsibility
121.402	121-263	Training program: Curriculum	A FAA approved training program will be offered before aircraft delivery to the customer.		Operator responsibility
121.403	121-143	Training program: Special rules	Noted	Operator Responsibility	Operator responsibility
121.404		Compliance dates: Crew and dispatcher resource management training	--		Operator responsibility
121.405	121-253	Training program and revision: initial and final approval	--		Operator responsibility
121.406		Credit for previous CRM/DRM training	--		Operator responsibility
121.407	121-199	Training program: Approval of airplane simulators and other training devices	A FAA approved flight simulators will be provided for the training purposes.		Operator responsibility
121.409	121-264	Training courses using airplane simulators and other training devices	A FAA approved training program will be offered before aircraft delivery to the customer.		Operator responsibility
121.411		Qualifications: Check airmen (airplane) and check airmen (simulator)	--	Operator Responsibility	Operator responsibility
121.412	121-264	Qualifications: Flight instructor (airplane) and fight instructor (simulator)	--	Operator Responsibility	Operator responsibility
121.413	121-264	Initial and transition training and checking requirements: Check airmen (airplane), check airmen (simulator)	--	Operator Responsibility	Operator responsibility

121.414		Initial and transition training and checking requirements: Flight instructor (airplane), fight instructor (simulator)	--	Operator Responsibility	Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.415	121-130	Crewmember and dispatcher training requirements	A FAA approved training program will be offered before aircraft delivery to the customer.		Operator responsibility
121.417		Crewmember emergency training	A FAA approved training program will be offered before aircraft delivery to the customer.		Operator responsibility
121.418		Differences training: crewmembers and dispatchers	A FAA approved training program will be offered before aircraft delivery to the customer.		Operator responsibility
121.419	121-250	Pilots and flight engineers:Initial, transition, and upgrade ground training	A FAA approved training program will be offered before aircraft delivery to the customer.		Operator responsibility
121.420		Flight navigators: Initial and transition ground training	Not applicable	Operator Responsibility	Not applicable
121.421	121-250	Operator Responsibility Flight attendants:Initial and transition ground training	A FAA approved Flight Attendant training program will be offered to the customer before the aircraft delivery.	Operator Responsibility	Operator responsibility
121.422	121-250	Aircraft dispatchers:Initial and transition ground training	Not applicable	Operator Responsibility	Operator responsibility
121.424	121-199	Pilots:Initial, transition, and upgrade flight training	A FAA approved training program will be offered before aircraft delivery to the customer.		Operator responsibility
121.425	121-144	Flight engineers:Initial and transition flight training	Not applicable	Operator Responsibility	Not applicable
121.426		Flight navigators:Initial and transition flight training	Not applicable	Operator Responsibility	Not applicable
121.427	121-250	Recurrent training	--	Operator Responsibility	Operator responsibility
121.429		Prohibited drugs	--	Operator Responsibility	Operator responsibility
		* SUBPART O - CREWMEMBER QUALIFICATIONS*			--------
121.431	121-263	Applicability	Noted		--------
121.432	121-130	General	Noted		Operator responsibility
121.433	121-199	Training required	The training program is combined in collaboration with FAA and will be FAA approved by the time of Type Cert		Operator responsibility
121.433a	121-144	Training requirements: Handling and carriage of dangerous articles and magnetized materials	--	Operator Responsibility	Operator responsibility
121.434	121-248	Operating experience, operating cycles, and consolidation of knowledge and skills	--	Operator Responsibility	Operator responsibility
121.437	121-262	Pilot qualification:Certificates required	--	Operator Responsibility	Operator responsibility
121.438		Pilot operating limitations and pairing requirements	--	Operator Responsibility	Operator responsibility
121.439	121-179	Pilot qualification: Recent experience	--	Operator Responsibility	Operator responsibility
121.440	121-253	Line checks	--	Operator Responsibility	Operator responsibility

121.441	121-263	Proficiency checks	--	Operator Responsibility	Operator responsibility
121.443	121-159	Pilot in command qualification:Routes and airports	--	Operator Responsibility	Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.445		Pilot in command qualification:Special areas and airports	--	Operator Responsibility	Operator responsibility
121.447		[Reserved]	--	Operator Responsibility	--------
121.453		Flight Engineer qualifications	--	Operator Responsibility	Not applicable
121.455	121-251	Use of prohibited drugs	--	Operator Responsibility	Operator responsibility
121.457	121-251	Testing of proohibited drugs	--	Operator Responsibility	Operator responsibility
121.458	121-237	Misuse of alcohol	--	Operator Responsibility	Operator responsibility
121.459	121-237	Testing for alcohol	--	Operator Responsibility	Operator responsibility
		* SUBPART P - AIRCRAFT DISPATCHER QUALIFICATIONS AND DUTY TIME *			--------
121.461		Applicability	Noted		-------
121.463	121-251	Aircraft dispatcher qualifications	--	Operator Responsibility	Operator responsibility
121.465		Aircraft dispatcher duty time limitations: domestic and flag operations	--	Operator Responsibility	Operator responsibility
121.467	121-253	Flight Attendant duty period limitations and rest requirements: domestic, flag and supplemental operations	--	Operator Responsibility	Operator responsibility
		* SUBPART Q - FLIGHT TIME LIMITATIONS AND REST REQUIREMENTS: DOMESTIC OPERATIONS *			--------
121.470		Applicability	Noted		--------
121.471	121-253	Flight time limitations and rest requirements: All flight crewmembers	--	Operator Responsibility	Operator responsibility
		* SUBPART R - FLIGHT TIME LIMITATIONS: FLAG OPERATIONS *			--------
121.480		Applicability	Noted		--------
121.481	121-253	Flight time limitations: One or two pilot crews	--	Operator Responsibility	Operator responsibility
121.483	121-253	Flight time limitations: Two pilots and one additional flight crewmember	--	Operator Responsibility	Operator responsibility
121.485	121-253	Flight time limitations: Three or more pilots and an additional flight crewmember	--	Operator Responsibility	Operator responsibility
121.487	121-137	Flight time limitations: Pilots not regularly aasigned	--	Operator Responsibility	Operator responsibility
121.489		Flight time limitations: Other commercial flying	--	Operator Responsibility	Operator responsibility
121.491		Flight time limitations: Deadhead transportation	--	Operator Responsibility	Operator responsibility

121.493		Flight time limitations: Flight engineers and flight navigators	--	Operator Responsibility	Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
		* SUBPART S - FLIGHT TIME LIMITATIONS: SUPPLEMENTAL OPERATIONS *			--------
121.500		Applicability	Noted		--------
121.503	121-253	Flight time limitations: Pilots: airplanes	--	Operator Responsibility	Operator responsibility
121.505	121-253	Flight time limitations: Two pilot crews: airplanes	--	Operator Responsibility	Operator responsibility
121.507	121-253	Flight time limitations: Three pilot crews: airplanes	--	Operator Responsibility	Operator responsibility
121.509	121-253	Flight time limitations: Four pilot crews: airplanes	--	Operator Responsibility	Operator responsibility
121.511		Flight time limitations: Flight engineers: airplanes	--	Operator Responsibility	Not applicable
121.513	121-253	Flight time limitations: Overseas and international operations: airplanes	--	Operator Responsibility	Operator responsibility
121.515		Flight time limitations: All airmen: airplanes	--	Operator Responsibility	Operator responsibility
121.517		Flight time limitations: Other commercial flying: airplanes	--	Operator Responsibility	Operator responsibility
121.519		Flight time limitations: Deadhead transportation: airplanes	--	Operator Responsibility	Operator responsibility
121.521	121-253	Flight time limitations: Crew of two pilots and one additional airman as required	--	Operator Responsibility	Operator responsibility
121.523	121-253	Flight time limitations: Crew of three or more pilots and additional airman as required	--	Operator Responsibility	Operator responsibility
121.525		Flight time limitations: Pilot serving in more than one kind of flight crew	--	Operator Responsibility	Operator responsibility
		* SUBPART T - FLIGHT OPERATIONS *			--------
121.531		Applicability	Noted		--------
121.533	121-253	Responsibility for operational control: Domestic operations	--	Operator Responsibility	Operator responsibility
121.535	121-253	Responsibility for operational control: Flag operations	--	Operator Responsibility	Operator responsibility
121.537	121-253	Responsibility for operational control: Supplemental operations	--	Operator Responsibility	Operator responsibility
121.538		Airplane security	--	Operator Responsibility	Operator responsibility
121.539		Operations notices	--	Operator Responsibility	Operator responsibility
121.541		Operations schedules: Domestic and flag operations	--	Operator Responsibility	Operator responsibility
121.542		Flight crewmember duties	--	Operator Responsibility	Operator responsibility
121.543	121-179	Flight crewmembers at controls	--	Operator Responsibility	Operator responsibility
121.545	121-144	Manipulation of controls	--	Operator Responsibility	Operator responsibility
121.547	121-253	Admission to flight deck	--	Operator Responsibility	Operator responsibility

121.548		Aviation safety inspector credentials: Admission to pliot compartment	--	Operator Responsibility	Operator responsibility
121.549		Flying equipment	--	Operator Responsibility	Operator responsibility
121.550	121-253	Secret Service Agents: Admission to flight deck	--	Operator Responsibility	Operator responsibility
FAR	**Amendment**	**Requirement**	**Bombardier Position**	**Bombardier Remark**	**FSB Finding**
121.551		Restriction or suspension of operation: Domestic and flag operations	--	Operator Responsibility	Operator responsibility
121.553		Restriction or suspension of operation: Supplemental operations	--	Operator Responsibility	Operator responsibility
121.555	121-253	Compliance with approved routes and limitations: Domestic and flag operations	--	Operator Responsibility	Operator responsibility
121.557	121-253	Emergencies: Domestic and flag operations	--	Operator Responsibility	Operator responsibility
121.559	121-253	Emergencies: Supplemental operations	--	Operator Responsibility	Operator responsibility
121.561		Reporting potentially hazardous meteorological conditions and irregularities of ground and navigation facilities	--	Operator Responsibility	Operator responsibility
121.563	121-179	Reporting mechanical irregularities	--	Operator Responsibility	Operator responsibility
121.565	121-253	Engine inoperative; Landing reporting	--	Operator Responsibility	Operator responsibility
(a); (c); (d)		General	--	Operator Responsibility	Operator responsibility
(b)		Three or more engines	Not applicable		Not applicable
121.567		Instrument approach procedures and IFR landing minimums	--	Operator Responsibility	Operator responsibility
121.569	121-253	Instrument interchange: Domestic and flag operations	--	Operator Responsibility	Operator responsibility
121.570		Airplane evacuation capability	Not applicable. There is no need in automatically deplyable emergency evacuation assisting means. The compliance with emergency egress requirements will be shown during the initial Type Certification		Operator responsibility
121.571	121-251	Briefing passengers before takeoff	--	Operator Responsibility	Operator responsibility
121.573	121-146	Briefing passengers: Extended overwater operations	--	Operator Responsibility	Operator responsibility
121.574	121-159	Oxygen for medical use by passengers	--	Operator Responsibility	Operator responsibility
121.575	121-178	Alcoholic beverages	--	Operator Responsibility	Operator responsibility
121.576		Retention of items of mass in passenger and crew compartments.	Provisions are installed for the retention of galley equipment, serving cart, crew and passenger baggage.		Operator responsibility

121.577		Stowage of food, beverage, and passenger service equipment during airplane movement on the surface, takeoff, and landing.	--	Operator Responsibility	Operator responsibility
121.578	121-251	Cabin Ozone concentration.	The aircraft will fulfill FAR 25.832 (Amendment 87) requirements with regards to cabin and cockpit ozone concentration, within flight restrictions defined in the Aircraft Flight Manual.		Operator responsibility
121.579	121-265	Minimum altitudes for use of Autopilot.	The AFM (Chap. 04-05-1) will outline the required conditions for the use of the Autopilot system, it is the operator's responsibility to follow them as required in this regulation.		Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.580		Prohibition on interference with crewmembers	--	Operator Responsibility	Operator responsibility
121.581 (a),(b)	121-251	**Forward observer's seat: En route inspections.** Forward observer's seat	A Forward Observer seat will be installed as part of the baseline configuration. All required Observer functions can be achieved from this position.	The footrest is part of the aircraft Type Design, and would be included on production aircraft. When FAA Type Certificate obtained, BA considers compliance to be demonstrated.	Does not comply-The observer seat and associated equipment met all criteria except a footrest. Bombardier advised the FSB that a footrest is part of the aircraft Type Design, and would be included on production aircraft.
(a),(b)		Forward observer's seat	A Forward Observer seat will be installed as part of the baseline configuration. All required Observer functions can be achieved from this position.		Does not comply-The observer seat and associated equipment met all criteria except a footrest. Bombardier advised the FSB that a footrest is part of the aircraft Type Design, and would be included on production aircraft.
(c)		Less than 30 passengers	Not applicable		Not Applicable
121.583	121-253	Carriage of persons without compliance with the passenger-carrying requirement of this part	--	Operator Responsibility	Operator responsibility
121.585	121-253	Prohibition on interference with crewmembers	--	Operator Responsibility	Operator responsibility
121.586	121-253	Authority to refuse transportation	--	Operator Responsibility	Operator responsibility
121.587	121-251	Closing and locking of flight crew compartment door	--	Operator Responsibility	Operator responsibility
121.589		Carry on baggage.			--------

(a)		Control of carry-on baggage	--	Operator Responsibility	Operator responsibility
(b)		Verification that carry-on baggage is correctly stowed	--	Operator Responsibility	Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(c)		Stowage of baggage before takeoff and landing	Closets and baggage stowage will be placarded for its maximum weight and provides proper restraint for all baggage stowed within. It is the operator's responsibility to ensure proper stowage. No provisions are provided for the carriage of cargo in the passenger compartments.		Operator responsibility
(d)		Overhead racks	Overhead racks will be fitted with retaining doors as basic equipment.		Complies
(e)		Passenger compliance with crew instructions	--	Operator Responsibility	Operator responsibility
(f)		Baggage stowed under passenger seat	No provisions are made to stow baggage and to prevent it from sliding. It is the operator's responsibility to ensure that baggage is properly stowed in designated baggage stowage compartment.		Operator responsibility
(g)	121-251	Flexible travel canes	--	Operator Responsibility	Operator responsibility
121.590	121-262	Use of certified land airports	--	Operator Responsibility	Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
		* SUBPART U - DISPATCHING AND FLIGHT RELEASE RULES *			--------
121.591		Applicability	Noted		--------
121.593		Dispatching authority: Domestic operations	--	Operator Responsibility	Operator responsibility
121.595		Dispatching authority: Flag operations	--	Operator Responsibility	Operator responsibility
121.597		Dispatching authority: Supplemental operations	--	Operator Responsibility	Operator responsibility
121.599	121-253	Familiarity with weather conditions	--	Operator Responsibility	Operator responsibility
121.601	121-253	Aircraft dispatching information to pilot in command: Domestic and flag operations	--	Operator Responsibility	Operator responsibility
121.603		Facilities and services: Supplemental operations	--	Operator Responsibility	Operator responsibility
121.605		Airplane equipment	--	Operator Responsibility	Operator responsibility
121.607	121-253	Communication and navigation facillities: Domestic operations	--	Operator Responsibility	Operator responsibility
121.609		Communication and navigation facillities: Supplemental operations	--	Operator Responsibility	Operator responsibility
121.611		Dispatch or flight release under VFR	--	Operator Responsibility	Operator responsibility
121.613	121-33	Dispatch or flight release under IFR or over the top	--	Operator Responsibility	Operator responsibility
121.615	121-253	Dispatch or flight release over water: Flag and supplemental operations	--	Operator Responsibility	Operator responsibility
121.617		Alternate airport for departure	--	Operator Responsibility	Operator responsibility
121.619	121-159	Alternate airport for destination: IFR or over-thetop: Domestic operations	--	Operator Responsibility	Operator responsibility
121.621	121-253	Alternate airport for destination: Flag operations	--	Operator Responsibility	Operator responsibility
121.623	121-253	Alternate airport for destination: IFR or over-thetop: Supplemental operations	--	Operator Responsibility	Operator responsibility
121.625	121-33	Alternate airport weather minimums	--	Operator Responsibility	Operator responsibility
121.627	121-253	Continuing flight in unsafe conditions	--	Operator Responsibility	Operator responsibility
121.628	121-253	Inoperable instruments and equipment.	The aircraft will have an approved MMEL. Approval of applicable MEL is the operator's responsibility.		Operator responsibility
121.629	121-253	Operation in icing conditions.	The aircraft will be approved for operations in icing conditions. The applicable AFM contains the procedures for use of the anti-icing system.		Operator responsibility
121.631	121-65	Original dispatch or flight release, redispatch or amendment of dispatch or flight release	--	Operator Responsibility	Operator responsibility

121.633		[Reserved]			--------
121.635		Dispatch to and from refueling or provisional airports: Domestic and flag operations	--	Operator Responsibility	Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.637	121-253	Takeoffs from unlisted and alternate airports: Domestic and flag operations	--	Operator Responsibility	Operator responsibility
121.639	121-251	Fuel supply: All domestic operations	--	Operator Responsibility	Operator responsibility
121.641		Fuel supply: Nonturbine and turbo-propellerpowered airplanes: Flag operations	Not applicable	Operator Responsibility	Operator responsibility
121.643	121-251	Fuel supply: Nonturbine and turbo-propellerpowered airplanes: Supplemental operations	Not applicable	Operator Responsibility	Operator responsibility
121.645	121-253	Fuel supply: Turbine-engine-powered airplanes: Flag and supplemental operations	--	Operator Responsibility	Operator responsibility
121.647		Factors for computing fuel required	--	Operator Responsibility	Operator responsibility
121.649	121-226	Takeoff and landing weather minimums: VFR: Domestic operations	--	Operator Responsibility	Operator responsibility
121.651		Takeoff and landing weather minimums: VFR: All certificate holders	--	Operator Responsibility	Operator responsibility
121.652	121-253	Landing weather minimums: VFR: All certificate holders	--	Operator Responsibility	Operator responsibility
121.653		[Reserved]			--------
121.655		Applicability of reported weather minimums	--	Operator Responsibility	Operator responsibility
121.657	121-253	Flight altitude rules	--	Operator Responsibility	Operator responsibility
121.659		Initial approach altitude: Domestic and supplemental operations	--	Operator Responsibility	Operator responsibility
121.661		Initial approach altitude: Flag operations	--	Operator Responsibility	Operator responsibility
121.663		Responsibility for dispatch release: Domestic and flag operations	--	Operator Responsibility	Operator responsibility
121.665		Load manifest	--	Operator Responsibility	Operator responsibility
121.667	121-206	Flight plan: VFR and IFR: Supplemental operations	--	Operator Responsibility	Operator responsibility
		* SUBPART V - RECORDS AND REPORTS *			--------
121.681		Applicability	Noted		--------
121.683	121-253	Crewmember and dispatcher record	--	Operator Responsibility	Operator responsibility
121.685		Aircraft record: Domestic and flag operations	--	Operator Responsibility	Operator responsibility
121.687		Dispatch release: Flag and domestic operations	--	Operator Responsibility	Operator responsibility
121.689	121-253	Flight release form: Supplemental operations	--	Operator Responsibility	Operator responsibility
121.691		[Reserved]			--------
121.693	121-253	Load manifest: All certificate holders	The information on maximum allowable weights will be recorded in the FAA approved Airplane Flight Manual	Operator Responsibility	Operator responsibility

121.695	121-253	Disposition of load manifest, dispatch release, and flight plans: Domestic and flag operations	--	Operator Responsibility	Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
121.697	121-253	Disposition of load manifest, dispatch release, and flight plans: Supplemental operations	--	Operator Responsibility	Operator responsibility
121.698 - 121.699		[Reserved]	--		--------
121.701		Maintenance log: Aircraft	--	Operator Responsibility	Operator responsibility
121.703	121-251	Mechanical reliability reports	--	Operator Responsibility	Operator responsibility
121.704		Service difficulty reports (structural)	--	Operator Responsibility	Operator responsibility
121.705	121-10	Mechanical interruption summary reports	--	Operator Responsibility	Operator responsibility
121.707		Alteration and repair reports	--	Operator Responsibility	Operator responsibility
121.709	121-21	Airworthiness release or aircraft log entry	--	Operator Responsibility	Operator responsibility
121.711		Communication records: Domestic and flag operations	--	Operator Responsibility	Operator responsibility
121.713	121-262	Retention of contracts and amendments: Commercial operators who conduct intrastate operation for compensation or hire	--	Operator Responsibility	Operator responsibility
		* SUBPART W - CREWMEMBER CERTIFICATE: INTERNATIONAL *			--------
121.721		Applicability	Noted		--------
121.723		Surrender of international crewmember certificate	--	Operator Responsibility	Operator responsibility
		* SUBPART A - GENERAL *			--------
125.1	121-31	Applicability	Noted		Operator responsibility
125.3	121-13	Deviation Authority	--	Operator Responsibility	Operator responsibility
125.5	121-0	Operating Certificate and Operations Specifications Required	--	Operator Responsibility	Operator responsibility
125.7		Display of Certificate	--		Operator responsibility
125.9		Definitions	Noted		--------
125.11	121-9	Certificate Eligibility and Prohibited Operations	--	Operator Responsibility	Operator responsibility
		* SUBPART B - CERTIFICATION RULES AND MISCELLANEOUS REQUIREMENTS*	--		--------
125.21		Application for Operating Certificate	--	Operator Responsibility	Operator responsibility
125.23	121-12	Rules Applicable to Operations Subject to this Part	--	Operator Responsibility	Operator responsibility
125.25		Management Personnel Required	--	Operator Responsibility	Operator responsibility
125.27		Issue of Certificate	--	Operator Responsibility	Operator responsibility

125.29		Duration of Certificate	--	Operator Responsibility	Operator responsibility
125.31		Contents of Certificate and Operations Specifications	An Aircraft Flight Manual, that includes all appropriate information, will be provided with each aircraft.		--------
125.33		Operations Specifications Not a Part of Certificate	--	Operator Responsibility	Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
125.35	121-13	Amendment of Operations Specifications	--	Operator Responsibility	Operator responsibility
125.37	121-21	Duty Period Limitations	--	Operator Responsibility	Operator responsibility
125.39	121-12	Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances	--	Operator Responsibility	Operator responsibility
125.41		Availability of Certificate and Operations Specifications	--	Operator Responsibility	Operator responsibility
125.43		Use of Operations Specifications	--	Operator Responsibility	Operator responsibility
125.45		Inspection Authority	--	Operator Responsibility	Operator responsibility
125.47		Change of Address	--	Operator Responsibility	Operator responsibility
125.49		Airport Requirements	--	Operator Responsibility	Operator responsibility
125.51		En Route Navigational Facilities	--	Operator Responsibility	Operator responsibility
125. 53		Flight Locating Requirements	--	Operator Responsibility	Operator responsibility
		SUBPART C - MANUAL REQUIREMENTS*			--------
125.71	121-28	Preparation	Noted		Operator responsibility
125.73		Contents			Operator responsibility
(a)		Authorized Personnel	--	Operator Responsibility	Operator responsibility
(b)		Procedures (Weight and Balance)	An Aircraft Flight Manual, that includes all appropriate information, will be provided with each aircraft.		Operator responsibility
(c)		Operations Specifications	--		Operator responsibility
(d)		Procedures (Accident Notifiation)	--		Operator responsibility
(e)		Airworthiness Inspections	A FAA approved inspection programs will be covered in Maintenance Requirements Manual and will be provided to each operator.		Operator responsibility
(f)		Reporting/Recording Technical Irregularities	--		Operator responsibility
(g)		Correction of Mechanical Irregularities/Defects	--		Operator responsibility
(h)		Procedures to obtain maintenance/Servicing	A FAA approved maintenance programs will be covered in Maintenance Requirements Manual and will be provided to each operator.		Operator responsibility

(l)		Inoperative Items	The aircraft will have an approved MMEL. Approval of applicable MEL is the operator's responsibility.		Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(j)		Refueling Airplanes	--		Operator responsibility
(k)		Briefing	The applicable placards and lighted passenger information signs will comply with 25.791.	Operator is responsible for the regulation enforcement	Operator responsibility
(l)		Flight Locating Procedures	--		Operator responsibility
(m)		Compliance with Emergency Procedures	An Aircraft Flight Manual, that derived from the MSG-3 process and includes all appropriate information, will be provided with each aircraft.		Operator responsibility
(n)		Inspection Program	A FAA approved inspection program will be covered in Maintenance Requirements Manual and will be provided to each operator.		Operator responsibility
(o)		Hazardous Materials Recognition	--		Operator responsibility
125.73 (p)		Evacuation Procedures	An Aircraft Flight Manual, that includes all appropriate procedures, will be provided with each aircraft.		Operator responsibility
(q)		Test Administrator	Noted		Operator responsibility
(r)		Other Procedures	Noted		Operator responsibility
125.75		Airplane Flight Manual	An FAA approved Airplane Flight Manual complying with FAR 25.1581 will be provided with each aircraft. Additional compliance with operational requirements recorded herein.		Operator responsibility
		* SUBPART D - AIRPLANE REQUIREMENTS *			--------
125.91		Airplane Requirements: General	Issuance of Certificate of Airworthiness will be requested and the compliance with applicable airworthiness standards will be demonstrated.		Operator responsibility
125.93		Airplane Limitations	An Aircraft Flight Manual, that includes all appropriate procedures, will be provided with each aircraft.		Operator responsibility
		* SUBPART E - SPECIAL AIRWORTHINESS REQUIREMENTS *			--------
125.111		General	Noted.		Not applicable
125.113		Cabin Interiors	Materials/ Cabin interiors are flame resistant and will comply with 25.855 and Appendix F Part 1&2.		Operator responsibility
125.115		Internal Doors	Not applicable. There are no internal doors.		Operator responsibility
125.117		Ventilation	Passenger and crew compartment ventilation is compliant with 25.831. No partitions exist between compartments.		Operator responsibility

125.119		Fire Precautions	Means to prevent cargo or baggage from interfering with fire protective features are compliant with 25.855.Materials used in the construction of the compartments meet requirements of 25.855.		* Not demonstrated

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
125.121		Proof of Compliance with §125.119	Tests in flight will be conducted to show compliance with 121.121 and therefore 25.855.		* Not demonstrated
125.123		Propeller Deicing Fluid	Not applicable		Not applicable
125.125		Pressure Cross-feed Arrangements	All fuel system lines are enclosed within a single rigid shroud. Drain holes are provided to allow for fuel leakage to be vented overboard. Lines that are isolated from the rest of the fuel system incorporate provisions for relieving excessive pressure.		* Not demonstrated
125.127		Location of Fuel Tanks	Fuel tanks are located in accordance with 121.255 and therefore will comply with 25.967 and 25.1185.		* Not demonstrated
125.129		Fuel System Lines and Fittings	All fuel lines & fittings will comply with provisions of 25.933		* Not demonstrated
125.131		Fuel Lines and Fittings in Designated Fire Zones	All fuel lines and fittings in designated fire zones will comply with 121.259 and therefore will comply with 25.993 and 25.1183.		* Not demonstrated
125.133		Fuel Valves			
(a)		Compliance with §125.155	All fuel valves will comply with shut-off means as per 25.1189.		Complies
(b)		"On" and "Off" Positions	The fuel valve symbol on the EICAS provides a visual indication for each valve of fuel valve open, closed or between open and closed.		Complies
(c)		Supported Against the Loads	All fuel valves are supported so that loads resulting are not transmitted to the lines connected to the valve as per 25.995.		* Not demonstrated
125.135		Oil Lines and Fittings in Designated Fire Zones	All lines and fittings will be compliant with 25.1183.		* Not demonstrated
125.137		Oil Valves			
(a)		Design Requirements	All oil valves will meet requirements of 25.1189.		* Not demonstrated
(b)		Closing of Oil Shutoff Means	Each oil valve will have positive stops or suitable index provisions in the "on" and "off" positions as per 25.1025		* Not demonstrated
125.139		Oil System Drains	Drains will be accessible and manually or automatically locked according to 25.1021.		* Not demonstrated
125.141		Engine Breather Lines			
(a)		Water Vapor Accumulation	Water cannot accumulate in any portion of breather lines as per 25.1017.		* Not demonstrated

(b)		Discharging	Discharge of engine breather lines will not be located in a fire hazard location and do not strike the pilot's windshield as per 25.1017.		* Not demonstrated

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(c)		Restriction on Discharge	Engine breathers will not be discharge into the engine air induction system and will comply with 25. 1017.		* Not demonstrated
125.143		Firewalls	All items will be isolated from the rest of the airplane by means of firewalls or shrouds, or by other equivalent means as per 25.1191.		* Not demonstrated
125.145		Firewall Construction			
(a)		Air, Fluids or Flame Penetration	No hazardous quantity of air, fluids, or flame can pass from the engine compartment to other parts of the airplane as per 25.1191.		* Not demonstrated
(b)		Sealing the Openings	All openings will be sealed with fireproof material and will comply with 25.1191.		* Not demonstrated
(c)		Fireproof Material	Each firewall and shroud will be made of fireproof material and will comply with 25.1191.		* Not demonstrated
(d)		Protection Against Corrosion	Each firewall and shroud will be protected against corrosion and will comply with 25.1191.		* Not demonstrated
125.147		Cowling			
(a)		Resistance to Vibration, Inertia and Air Loads	Each cowling will be designed and supported to resist to the vibration inertia and air loads according to 25.1193.		* Not demonstrated
(b)		Provisions for Drainage	Provisions will be made to allow rapid and complete drainage of the cowling. And all parts of the cowling subject to high temperatures will be made of fireproof material as per 25.1193. Drains will not discharge in locations constituting a fire hazard and will meet requirements of 25.1187.		* Not demonstrated
125.149		Engine Accessory Section Diaphragm	Not applicable. The aircraft is not fitted with reciprocating engines.		Not demonstrated
125.151		Powerplant Fire Protection	Each designated fire zone will meet the requirements of 25.1185 to 25.1203.		* Not demonstrated
125.153		Flammable Fluids	No tanks or reservoirs containing flammable fluids will be located in designated fire zones unless an equivalent degree of safety is provided to that which would exist if the tank or reservoir were outside that zone as per 25.1185.		* Not demonstrated

125.155		Shutoff Means			--------
(a)		Engine	Each engine complies with shut-off means listed in 25.1189.		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
(b)		Emergency Operating sequence	Operation of the shutoff means will not interfere with emergency operation of other equipment and will comply with 25.1189.		Complies
125.155(c)		Location	All shutoff means will be located outside designated fire zones or are fire resistant. No hazardous amount of flammable fluid will drain into any designated fire zone after a shut off. Requirements will be met as per 25.1188.		Complies
(d)		Inadvertent Operations	Provisions to guard against inadvertent operation of the shutoff means will be provided as per 25.1189.		Complies
125.157		Lines and Fittings	Each line and its fittings located in a designated fire zone, are flexible and fire-resistant as per 25.1183.		* Not demonstrated
125.159		Vent and Drain Lines	All vent drain lines will comply with 121.259 and therefore will comply with 25.1183.		* Not demonstrated
125.161		Fire-Extinguishing Systems			
(a)		Serving Designated Fire Zones	Fire-extinguishing systems will be provided to serve in all designated fire zones and will comply with 25.1195.		Complies
(b)		Chemical Reaction of the Materials	Materials in the firex system will be chemically inert with Halon 1301 and will meet requirements of 25.1201.		Complies
125.163		Fire-Extinguishing Agents	Each fire zone will be served by a bottle filled with Halon 1301 (CBRF3). The fire-extinguishing agent will comply with 25.1197.		Complies
125.165		Extinguishing Agent Container Pressure Relief	Each bottle will incorporate a pressure relief into each discharge port. A bottle low pressure message will be displayed on EICAS to the crew. The pressure gauge will be visible to the maintenance crew in the aft equipment bay. The containers will be compliant with 25.1199.		Complies
125.167		Extinguishing Agent Container Compartment Temperature	The temperature of each container will be maintained as per 25.1199.		* Not demonstrated
125.169		Fire-Extinguishing System Materials			--------
(a)		Fireproof Materials	Each component of the firex system that is in a designated fire zone will be made of fireproof materials and will comply with 25.1201.		Complies

(b)		Materials for Connections	All the firex connections within the designated fire zone will be fire proof and made of flexible materials in accordance with 25.1201.		* Not demonstrated

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
125.171		Fire-Detector Systems	Fire and overheat sensing elements will be installed in each of the designated fire zone and overheat zone and will meet requirements of 25.1203.		Complies
125.173		Fire Detectors	Fire detectors will be made and installed in a manner that assures their ability to withstand the vibration, inertia and other loads. The sensing elements will be hermetically sealed and have an Inconel sheath which prevents fumes or fluids from affecting it's operation and will comply with 25.1203.		* Not demonstrated
125.175		Protection of Other Airplane Components Against Fire			
(a)		Requirements for Airplane Surfaces	All airplane surfaces except as provided in paragraph (b) aft of the nacelles in the prescribed area are fire resistant and will comply with 25.867.		* Not demonstrated
(b)		Exclusions	Exceptions will comply with 25.867.		* Not demonstrated
125.177		Control of Engine Rotation			
(a)		Means of Stopping and Restarting	In accordance with 25.903 with exception provided in paragraph (b) of this section.		* Not demonstrated
(b)		Turbine Engine Installation	No means for stopping the engine will be provided. Continued rotation has been shown not to jeopardize the safety of the airplane and therefore will comply with 25.903.		* Not demonstrated
125.179		Fuel System Independence	The fuel system will be arranged so that failure of any one component does not result in the irrecoverable loss of power of more than one engine.		Complies
125.181		Induction System Ice Prevention	A means will be provided for preventing the malfunction of each engine due to ice accumulation in the engine air induction system as per 25.1093.		Complies
125.183		Carriage of Cargo in Passenger Compartments	There are no approved cargo bins located in the passenger compartment, therefore cargo is not permitted. Hand baggage is the only items, which are permitted.		Not applicable
125.185		Carriage of Cargo in Cargo Compartments	Not applicable. There are no cargo compartments on the aircraft which allow access of the crew during flight.		Not applicable

125.187	121-16	Landing Gear: Aural Warning Device	The landing gear aural warning device will be fully compliant with these requirements.		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
125.189		Demonstration of Emergency Evacuation Procedures			
(a)		Actual Demonstration	Emergency evacuation demonstration will meet requirements of 25.803 and will be conducted during initial CL-600-2D24 Certification for 90 passengers.		Complies
(b)		Exclusions for (a)	Noted		Operator responsibility
(c)		Ditching Procedures	The applicable procedures complying with 25.801 are recorded in Airplane Flight Manual.		* Not demonstrated
(d)		Exclusions for (c)	Noted		Operator responsibility
		* SUBPART F - INSTRUMENT AND EQUIPMENT REQUIREMENTS *			--------
125.201		Inoperable Instruments and Equipment	A MMEL will be submitted to the FAA for approval.		Operator responsibility
125.203	121-25	Radio and Navigation Equipment			
(a), (b), (d)		Equipment	All equipment required will be provided as part of the baseline configuration and will comply with 25.1303. However, with the exception of standby instruments, gyroscopic instruments which are replaced by equivalent electronic instruments.		Complies
(c), (e)		IFR or Extended Overwater Operations	The aircraft is not equipped for Extended Over Water Operations.		Operator responsibility
125.204		Potable Electronic Devices	--	Operator Responsibility	Operator responsibility
125.205		Equipment Requirements: Airplanes Under IFR			
(a), (b), (d), (e)		Indicators	All engine instruments indicators are provided in the baseline configuration and will comply with 25.1305.		Complies
(c), (f)-(k)		Various engine equipment	Not applicable for the CL-600-2D24 Powerplant Installation.		Complies
125.206	121-13	Pitot Heat Indication Systems	A pitot heat indication system is provided on the aircraft and will comply with 25.1326.		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
125.207	121-22	Emergency Equipment Requirements			
(a)		Emergency Equipment	The aircraft will be equipped with the emergency equipment listed in 121.310 and therefore will comply with 25.807, 25.811, 25.812 and 25.813. One first aid kit, conforming to Appendix A will be provided as well as protective gloves .One crash ax will be provided as part of the basic configuration (RAL-690-0001) in the cockpit.		Complies
(b)		Megaphones	One Megaphone will be provided as part of the basic configuration (RAL-690- 0001).		Complies
125.209	121-20	Emergency Equipment: Extended Overwater Operations	The aircraft is not equipped for Extended Over Water Operations.		Operator responsibility
125.211	121-26	Seat and Safety Belts			
(a)		General	The aircraft is fitted with the approved type seats. It is the operator's responsibility to ensure that a seat is provided for each person during takeoff and landing including for a person who has reached his second birthday.		Operator responsibility
(b)		Use of Seats and Safety Belts	--	Operator Responsibility	Operator responsibility
(c)		Prohibitions	Noted		Operator responsibility
(d)		Compliance with §25.785(c)	All seats will be compliant with 25.785.		Operator responsibility
(e)		Seats position, Compliance with Crewmember Instructions	--	Operator Responsibility	Operator responsibility
(f)		Fastening Seat Belts During Takeoff/ Landing	--	Operator Responsibility	Operator responsibility
125.213		Miscellaneous Equipment			
(a)		Protective Fuses	Not applicable		Not applicable
(b)		Windshield Wiper	A windshield wiper will be provided at each pilot station as part of the baseline configuration (RAL-690-0001).		Complies
(c)		Power Supply and Distribution System	Power and distribution will comply with 25.1309, 25.1331, 25.1353, 25.1355 and 25.1431 as required.		Complies

(d)		Power Supply Indication	Indication of the adequacy of power supplies to required flight instruments will comply with 25.1331.		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
125.213 (e)		Independent Static Pressure	Three independent static pressure systems are provided as part of the baseline configuration.		Complies
(f)		Placards	Not applicable. No doors are installed which require to be open during takeoff and landing to obtain access to an emergency exit.		Not applicable
(g)		Means to Unlock the Compartment Doors	Not applicable. No such doors are fitted on the aircraft since there is only one passenger compartment.		Not applicable
125.215		Operating Information Required			
(a), (b)		Requirements for Cockpit Checklist	Cockpit procedures checklists will be provided in the approved Airplane Flight Manual.		Operator responsibility
(c)		Cockpit Checklist Procedures	Operator's responsibility to ensure that the cockpit check procedures will be performed.		Operator responsibility
125.217		Passenger Information			
(a)		Signs	All passenger information signs will comply with 25.791 and are constructed so that crewmembers can turn them on and off.		Complies
(b)		"No Smoking" Sign	It is the operator's responsibility to enforce these regulations.	Operator Responsibility	Operator responsibility
(c)		"Fasten Seat Belt" Sign	It is the operator's responsibility to enforce these regulations.		Operator Responsibility
(d)		Crewmember Instructions	--	Operator Responsibility	Operator Responsibility
125.219		Oxygen for Medical Use by Passengers	--	Operator Responsibility	Operator Responsibility
125.221	121-18	Icing Conditions: Operating Limitations			
(a), (b)		Requirements for Operations	The aircraft will be certificated for operation in icing conditions in accordance with 25.1419.		Complies
(c)-(e)		Restrictions due to Icing Conditions	--	Operator Responsibility	Operator Responsibility
125.223		Airborne Weather Radar Equipment Requirements	A digital weather radar system will be included in the baseline configuration (RAL-690-0001).		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
125.224	121-14	Traffic Alert and Collision Avoidance System			
(a)		General	A Traffic Alert Collision Avoidance System will be installed as the baseline configuration (RAL-690-0001) together with a Mode S transponder.		Complies
(b)		Requirements for Manual (ref.§125.71)	Airplane Flight Manual, Operating Manual, and Maintenance Manuals will include appropriate procedures listed in this requirement.		Complies
125.225		Flight Recorders			
(a)		General (Applicable to TC isued before 10/01/1969)	Not applicable		Not applicable
(b)		General (Applicable to TC issued after 09/30/1969)	A FDR, recording the parameters of this subparagraph in accordance with Part 121 Appendix B will be installed to comply with 25.1459.		Complies
(c)		Requirements for Digital Data Bus and ARINC 717 DFDAU	A digital FDR compatible with the DFDAU will be provided.		Complies
(d)		Requirements for a/c manufactured after 10/11/1991	Refer to subpar. (e).		Complies
(e)		Requirement for Flight Recorder Operations	The recorder operates continuously from start of take-off roll to completion of landing roll.		Complies
(f)		Storing the Data	--	Operator Responsibility	Operator responsibility
(g)		Accidents	--	Operator Responsibility	Operator responsibility
(h)		Installation Requirements	The FDR will be installed to comply with FAR 25.1459.		Complies
(I)		Locating Flight Recorder Under Water	An underwater locator device will be attached to the FDR as per 25.1459.		Complies
125.226		Digital Flight Data Recorders			

(a)		Operational Parameters Required	A digital flight recorder will be included in the baseline configuration RAL-690- 0001, in accordance with FAR 25.1459. FDR parameters 14a, 29, 33, 40, 44 and 54 are either missing or outside FAR 121.344 tolerances and are unreliable. These items will be rectified no later than September 2001.		Complies

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
125.226 (b)		A/C Manufactured between 10/11/1991 and 08/20/2001	Not applicable		Not applicable
(c)		A/C Manufactured before 10/11/1991	Not applicable		Not applicable
(d)		A/C Manufactured after 10/11/1991	Not applicable		Not applicable
(e)		A/C Manufactured after 08/18/2000	Not applicable		Not applicable
(f)		A/C Manufactured after 08/19/2002	Refer to subpart (a)		Complies
(g)		Continuous Operations	The recorder operates continuously from start of take-off roll to completion of landing roll.		Complies
(h)		Storing the Data	--	Operator Responsibility	Operator responsibility
(i)		Accidents	--	Operator Responsibility	Operator responsibility
(j)		Values Correlation	--	Operator Responsibility	Operator responsibility
(k)		Locating the Recorder Under the Water	An underwater locator device will be attached to the FDR as per 25.1459.		Complies
(l)		A/C Manufactured before 08/18/1997			Not applicable
125.227		Cockpit Voice Recorders			
(a)		General	A Cockpit voice recorder will be included in the baseline configuration. Operation is continuous from start of the use of the checklist (before starting engines), to completion of the final checklist at the termination of the flight.		Complies
(b)		Schedule for Completion	Not applicable. Compliance with subpar. (a) is met.		Not applicable
(c)		Standards	The CVR will comply with the requirements of part 25.		Complies
(d)		Erasure Feature	At least the last 30 minutes of CVR recording is retained.		* Not demonstrated

(e)		Recording Uninterrupted Audio Signals	Uninterrupted signals received by the boom or mask microphones will be recorded in accordance with 25.1457(c)(5).		* Not demonstrated
(f)		Accidents	--	Operator Responsibility	Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
		* SUBPART G - MAINTENANCE *			--------
125.241		Applicability	Noted		--------
125.243		Certificate Holder's Responsibilities	--	Operator Responsibility	Operator responsibility
125.245		Organization Required to Perform Maintenance, Preventive Maintenance, and Alteration	--	Operator Responsibility	Operator responsibility
125.247	121-2	Inspection Programs and Maintenance	A FAA approved inspection & maintenance programs will be covered in Maintenance Requirements Manual and will be provided to each operator.	Operator is responsible for the regulation enforcement	Operator responsibility
125.248		Repair Assessment for Pressurized Fuselage	--	Operator Responsibility	Operator responsibility
125.249		Maintenance Manual Requirements	A Maintenance Requirements Manual, derived from the MSG-3 process and an Aircraft Maintenance Manual will be provided with each aircraft.	Operator is responsible for keeping the records	Operator responsibility
125.251		Required Inspection Personnel	--	Operator Responsibility	Operator responsibility
		* SUBPART H - AIRCRAFT REQUIREMENTS *			--------
125.261		Airman: Limitations on Use of Services	--	Operator Responsibility	Operator responsibility
125.263		Composition of Flight crew	--	Operator Responsibility	Operator responsibility
125.265		Flight Engineer Requirements	Not applicable	Operator Responsibility	Not applicable
125.267		Flight navigator and Long-Range Navigation Equipment	Navigation equipment will be provided both to pilot and co-pilot.	Flight Navigator qualifications are Operator' responsibility.	Operator responsibility
125.269 (a), (b) (c)		Flight Attendants Number of F/A with Respect to A/C Configuration F/A Station Locations	 The aircraft will be equipped with two flight attendant stations. One at the fwd and one at the aft end of the cabin. The flight attendant is located next to the required floor level exit.		 Complies Complies
125.271		Emergency and Emergency Evacuation Duties	--	Operator Responsibility	Operator responsibility
		* SUBPART I - FLIGHT CREWMEMBER REQUIREMENTS *			--------
125.281		Pilot-In-Command Qualifications	--	Operator Responsibility	Operator responsibility
125.283		Second-In-Command Qualifications	--	Operator Responsibility	Operator responsibility
125.285	121-27	Pilot Qualifications: Recent Experience	--	Operator Responsibility	Operator responsibility

125.287	121-18	Initial and Recurrent Pilot Testing Requirements	A FAA approved training program will be offered before aircraft delivery to the customer.	Operator Responsibility	Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
125.289		Initial and Recurrent Flight Attendant Crewmember Testing Requirements	A FAA approved Flight Attendant training program will be offered to the customer before the aircraft delivery.	Operator is responsible for the regulation enforcement	Operator responsibility
125.291		Pilot in Command: Instrument Proficiency Check Requirements	--	Operator Responsibility	Operator responsibility
125.293		Crewmember: Tests and Checks, Grace Provisions, Accepted Standards	--	Operator Responsibility	Operator responsibility
125.295		Check Airman Authorization: Application and Issue	--	Operator Responsibility	Operator responsibility
125.296		Training, Testing, and Checking Conducted by Training Centers: Special Rules	FAA approved flight simulators will be provided for the training purposes.		Operator responsibility
125.297	121-27	Approval of Flight Simulators and Flight Training Devices	FAA approved flight simulators will be provided for the training purposes.		Operator responsibility
		* SUBPART J - FLIGHT OPERATIONS *			--------
125.311		Flight Crewmwmbers at Controls	--	Operator Responsibility	Operator responsibility
125.313		Manipulation of Controls When Carrying Passengers	--	Operator Responsibility	Operator responsibility
125.315		Admission to Flight Deck	--	Operator Responsibility	Operator responsibility
125.317		Inspector's Credentials: Admission to Pilot's Compartment: Forward Observer's Seat			Operator responsibility
(a)		Access to pilot compartment	--	Operator Responsibility	Operator responsibility
(b)		Forward Observer's Seat	A FAA approved Fwd Observer seat will form part of basic configuration (RAL- 690-0001). All required observer functions can be achieved from this position.		Does not comply-The observer seat and associated equipment met all criteria except a footrest. Bombardier advised the FSB that a footrest is part of the aircraft Type Design, and would be included on production aircraft.
125.319		Emergencies	--	Operator is responsible for the regulation enforcement	Operator responsibility

125.321		Reporting Potentially Hazardous Meteorological Conditions and Irregularities of Ground and Navigation Facilities	--	Operator Responsibility	Operator responsibility
125.323		Reporting Mechanical Irregularities	--	Operator Responsibility	Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
125.325		Instrument Approach Procedures and IFR Landing Minimums	--	Operator Responsibility	Operator responsibility
125.327	121-17	Briefing of Passengers Before Flight			
(a)		Oral Briefing	--	Operator is responsible for the regulation enforcement	Operator responsibility
(b)		Evacuation Procedures (Person Requires Assistance)	--	Operator Responsibility	Operator responsibility
(c)		Cards to Support Oral Briefing	The printed cards will be provided, outlining instructions for emergency procedures.		Operator responsibility
(d)		Procedure of Briefing (Description)	--	Operator Responsibility	Operator responsibility
(e)		Overwater Operations	The aircraft is not equipped for Extended Over Water Operations.		Operator responsibility
125.328		Prohibition on Crew Interference	--	Operator Responsibility	Operator responsibility
125.329	121-29	Minimum Altitudes for Use of Autopilot	The AFM (Chap. 04-05-1) will outline the required conditions for the use of the Autopilot system, it is the operator's responsibility to follow them as required in this regulation.		Operator responsibility
125.331		Carriage of Persons Without Compliance with the Passenger-Carrying Provisions of this Part	--	Operator Responsibility	Operator responsibility
125.333		Stowage of Food, Beverage, and Passenger Service Equipment During Airplane Movement on the Surface, Takeoff, and Landing	--	Operator is responsible for the regulation enforcement	Operator responsibility
		* SUBPART K - FLIGHT RELEASE RULES *			--------
125.351		Flight Release Authority	--	Operator Responsibility	Operator responsibility
125.353		Facilities and Services	--	Operator Responsibility	Operator responsibility
125.255		Airplane Equipment	--	Operator is responsible for the regulation enforcement	Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
125.317 (b)		**Inspector's Credentials: Admission to Pilot's Compartment: Forward Observer's Seat** Forward Observer's Seat	A FAA approved Fwd Observer seat will form part of basic configuration (RAL- 690-0001). All required observer functions can be achieved from this position.	The footrest is part of the aircraft Type Design, and would be included on production aircraft. When FAA Type Certificate obtained, BA considers compliance to be demonstrated.	Does not comply-The observer seat and associated equipment met all criteria except a footrest. Bombardier advised the FSB that a footrest is part of the aircraft Type Design, and would be included on production aircraft.
125.357		Communication and Navigation Facilities	--	Operator Responsibility	Operator responsibility
125.359		Flight Release Under VFR	--	Operator Responsibility	Operator responsibility
125.361		Flight Release under IFR or Over-the-Top	--	Operator Responsibility	Operator responsibility
125.363		Flight Release Over Water	The aircraft is not equipped for Extended Over Water Operations.		Operator responsibility
125.365		Alternate Airport for Departure	--	Operator Responsibility	Operator responsibility
125.367		Alternate Airport for Destination: IFR or Over-the-Top	--	Operator Responsibility	Operator responsibility
125.369		Alternate Airport Weather Minimums	--	Operator Responsibility	Operator responsibility
125.371		Continuing Flight in Unsafe Conditions	--	Operator Responsibility	Operator responsibility
125.373		Original Flight Release or Amendment of Flight Release	--	Operator Responsibility	Operator responsibility
125.375		Fuel Supply: Nonturbine and Turbopropeller-Powered Airplanes	Not applicable		Not applicable
125.379		Landing Weather Minimums: IFR	--	Operator Responsibility	Operator responsibility
125.381	121-2	Takeoff and Landing Weather Minimums: IFR	--	Operator Responsibility	Operator responsibility
125.383 (a)		Load Manifest Manifest Content	The information on maximum allowable weights will be recorded in the FAA approved Airplane Flight Manual		Operator responsibility

(b)		Copies of the Manifest	--	Operator Responsibility	Operator responsibility

FAR	Amendment	Requirement	Bombardier Position	Bombardier Remark	FSB Finding
125.401		Crewmember Record	--	Operator Responsibility	Operator responsibility
		* SUBPART L - RECORDS AND REPORTS *			--------
125.403		Flight Release Form	--	Operator Responsibility	Operator responsibility
125.405		Disposition of Load Manifest, Flight Release, and Flight Plans	--	Operator Responsibility	Operator responsibility
125.407		Maintenance Log: Airplanes	--	Operator Responsibility	Operator responsibility
125.409		Service Difficulty Reports (Operational)	--	Operator Responsibility	Operator responsibility
125.410		Service Difficulty Reports (Structural)	--	Operator Responsibility	Operator responsibility
125.411		Airworthiness Release or Maintenance Record Entry	--	Operator Responsibility	Operator responsibility

APPENDIX-6

BOMBARDIER UPDATE TO COMPLIANCE CHECKLIST (CL-600-2D24)

In November 2002, the CL-600-2D24 received an FAA Type Certificate. Bombardier then submitted updated positions to the FSB on many of the "Does not comply" or "Not demonstrated" items listed in Appendix 5. Those updated items are asterisked " * " in Appendix 5 and are listed in this Appendix. The FSB did not validate this Appendix, but has included it for informational purposes.

FAR	Amendment	Requirement	Bombardier Position
91.203 (d)	91-218	**Civil Aircraft: Certifications Required** Compliance with part 34	Compliance is demonstrated during initial Type Certification
91.207 (a)	91-265	**Emergency Locator Transmitters** **General**	An emergency locator transmitter conforming to TSO-C91A is included in the baseline configuration RAL-690-0001. Operating condition, para. (a)(1) is an operator responsibility
91.215 (a)	91-229	**ATC Transponder and Altitude Reporting Equipment and Use** Transponder performance and environmental requirements	Two Mode S Transponders with ATC Modes A and C conforming to TSOC112 is included in the baseline configuration RAL-690-0001
91.217 (b) (c)		**Data Correspondence between Automatically - Reported Pressure Altitude Data and Pilot's Reference** Encoded altitude accuracy Altimeter-encoding equipment specifications	Mode C altitude - encoding equipment capable of transmitting altitude with at least 125-foot accuracy is provided in the baseline configuration RAL-690- 0001. Conforms to TSO-C10 and C88
91.223 (a) (c)		**Terrain Awareness and Warning System** A/C manufactured after March 29, 2002 AFM	TAWS (compliant with TSO C151) offered for the CL-600-2D24 as an option. The compliance is shown during initial Type Certification All applicable information is recorded in the FAA approved Airplane Flight Manual
91.611 (c)		**Authorization for ferry flight with one engine inoperative** Flight tests: turbine-engine-powered airplanes	Compliance is shown during Flight Test Program for initial Type Certification
91.613		**Materials For Compartment Interiors**	Is addressed during the initial Type Certification
91.801		**Applicability: Relation to Part 36**	Noted
91.805		**Final compliance**	Compliance is shown during initial Type Certification
91.853		**Final compliance: civil subsonic airplanes**	Compliance is shown during initial Type Certification

FAR	Amendment	Requirement	Bombardier Position
121.215	121-84	**Cabin interiors.**	
(a)		Requirements	Noted.
(b)		Flash Resistant	All materials are flame resistant as required by 25.853 & App. F Part 1 & 2, they are therefore flash resistant.
(c)		Flame Resistant, Wall ceiling Panels	All cabin interiors are flame resistant and comply with the standards of FAR 25.853 & App. F Part 1 & 2.
121.221		**Fire precautions.**	
(a)(1)		Controls, wiring, lines,...	No compartment contains any control, wiring, lines, equipment or accessories whose damage or failure would affect the safe operation unless they are protected according to 25.855.
(a)(2)		Prevent interface	Means to prevent cargo or baggage from interfering with fire protective features are compliant with 25.855.
(a)(3)		Compartment materials	Materials used in the construction of the compartments meet requirements of 25.855.
(a)(4), (b) thru (f)		Safeguarding against fires	All classifications are in accordance with 25.855 and 25.857.
121.231		**Fuel system lines and fittings**	All fuel lines & fittings will comply with provisions of 25.933
121.233		**Fuel lines and fittings in designated fire zones.**	All fuel lines and fittings in designated fire zones will comply with 121.259 and therefore will comply with 25.993 and 25.1183.
121.235		**Fuel valves.**	
(c)		Loads	All fuel valves are supported so that load resulting are not transmitted to the lines connected to the valve as per 25.995.
121.237		**Oil lines and fittings in designated fire zones.**	All lines and fittings will be compliant with 25.1183.
121.239		**Oil valves.**	
(a)(1)		Compliance with 121.257	All oil valves will meet requirements of 25.1189.
(a)(2)		Positive stops	Each oil valve will have positive stops or suitable index provisions in the "on" and "off" positions as per 25.1025.
(a)(3)		Loads transmitted to lines	Each oil valve will be supported so that load will not be transmitted to the lines attached to the valve as per 25.1025.
121.241		**Oil system drains.**	Drains will be accessible and manually or automatically locked according to 25.1021.
121.243		**Engine breather lines.**	
(a)		Condensed water vapor	Water cannot accumulate in any portion of breather lines as per 25.1017.
(b)		Discharge location	Discharge of engine breather lines will not be located in a fire hazard location and do not strike the pilot's windshield as per 25.1017.

(c)		Discharge	Engine breathers will not be discharge into the engine air induction system and will comply with 25. 1017.

FAR	Amendment	Requirement	Bombardier Position
121.245		**Fire walls.**	All items will be isolated from the rest of the airplane by means of firewalls or shrouds, or by other equivalent means as per 25.1191.
121.247		**Fire wall construction.**	
(a)		Construction	No hazardous quantity of air, fluids, or flame can pass from the engine compartment to other parts of the airplane as per 25.1191.
(b)		Openings	All openings will be sealed with fireproof material and will comply with 25.1191.
(c)		Fireproof material	Each firewall and shroud will be made of fireproof material and will comply with 25.1191.
(d)		Corrosion	Each firewall and shroud will be protected against corrosion and will comply with 25.1191.
121.249		**Cowling.**	
(a)		Design	Each cowling will be designed and supported to resist to the vibration inertia and air loads according to 25.1193.
(b)		Draining and fireproof components	Provisions will be made to allow rapid and complete drainage of the cowling. And all parts of the cowling subject to high temperatures will be made of fireproof material as per 25.1193. Drains will not discharge in locations constituting a fire hazard and will meet requirements of 25.1187.
121.253		**Powerplant fire protection.**	
(a)		Fire zones	Each designated fire zone will meet the requirements of 25.1185 to 25.1203.
(b)		Definition	Designated fire zones will be defined as per 25.1181.
121.255		**Flammable fluids.**	
(a)		Tanks or reservoirs	No tanks or reservoirs containing flammable fluids will be located in designated fire zones unless an equivalent degree of safety is provided to that which would exist if the tank or reservoir were outside that zone as per 25.1185.
(b)		Separation airspace	The airspace will be in accordance with 25.1185.
121.257		**Shutoff means.**	
(c)		Location	All shutoff means will be located outside designated fire zones or are fire resistant. No hazardous amount of flammable fluid will drain into any designated fire zone after a shut off. Requirements will be met as per 25.1188.
121.259		**Lines and fittings.**	
(a)		Location	Each line and its fittings located in a designated fire zone, are flexible and fire-resistant as per 25.1183.
(b)		Material	Lines and fittings not subject to relative motion will be of fire-resistant materials.

121.261		**Vent and drain lines.**	All vent drain lines will comply with 121.259 and therefore will comply with 25.1183.

FAR	Amendment	Requirement	Bombardier Position
121.269		**Extinguishing agent container compartment temperature.**	The temperature of each container will be maintained as per 25.1199.
121.271		**Fire extinguishing system materials.**	
(a)		Materials	Each component of the firex system that is in a designated fire zone will be made of fireproof materials and will comply with 25.1201.
(b)		Connections	All the firex connections within the designated fire zone will be fire proof and made of flexible materials in accordance with 25.1201.
121.275		**Fire detectors.**	Fire detectors will be made and installed in a manner that assures their ability to withstand the vibration, inertia and other loads. The sensing elements will be hermetically sealed and have an Inconel sheath that prevents fumes or fluids from affecting its operation and will comply with 25.1203.
121.277		**Protection of other airplane components against fire.**	
(a)		Surfaces rear of nacelles	All airplane surfaces except as provided in paragraph (b) aft of the nacelles in the prescribed area are fire resistant and will comply with 25.867.
(b)		Surfaces not affected	Exceptions will comply with 25.867.
121.279		**Control of engine rotation.**	
(b)		Exception for turbine engines	No means for stopping the engine will be provided. Continued rotation has been shown not to jeopardize the safety of the airplane and therefore will comply with 25.903.
121.303	121-253	**Airplane instruments and equipment.**	
(b)		Instruments and equipment	All instruments and equipment are installed and approved in accordance with the Airworthiness requirements applicable to them.
121.310		**Additional emergency equipment.**	
(e)(2)		Emergency exit operating handles	Emergency exit operating handles and instructions for opening the exits will show compliance with 25.811.
(i)		Floor level exits	Both floor level exits will comply with 25.807.
121.312		**Materials for compartment interiors.**	
(a)		Compliance with 25.853.	All materials used in the aircraft interior will comply with the standards of 25.853 as required.
(b)		Fire protection of seat cushions	All seat cushions in the passenger cabin include fire blocking material to comply with 25.853.
(c)		All interior materials	All materials used in the aircraft interior will comply with the standards of 25.853 as required.
121.313	121-251	**Miscellaneous equipment.**	

(c)		Electrical power and distribution	Power and distribution will comply with 25.1309, 25.1331, 25.1353, 25.1355 and 25.1431 as required.
(d)		Means for indicating adequate power	Indication of the adequacy of power supplies to required flight instruments will comply with 25.1331.

FAR	Amendment	Requirement	Bombardier Position
121.314		**Cargo and baggage compartments.**	
(a)(b)		Class C or D compartment	Materials used in the class C cargo compartment will comply with FAR 25 Appendix F. No class D compartment will be provided on the aircraft.
121.316		**Fuel tanks.**	Fuel tank access covers will comply with 25.963 and will form a part of the baseline configuration.
121.318		**Public address system.**	
(b)		Equipment approval	The PA system will be approved in accordance with 21.305 "Approval of materials, parts, processes, and appliances. The system and its components are compliant to TSO C50 and were tested according to DO-160C during initial Type Certification (refer to RAR-BA670-107 “PA and Intercom Design Compliance Report”)
(g)		Compliance with 25.1423	The PA system will comply with 25.1423.
121.319	121-253	**Crewmember interphone system.**	
(b)		Approval	The crew interphone system will be approved in accordance with 21.305 as required. The system and its components are compliant to TSO C50 and were tested according to DO-160C during initial Type Certification (refer to RAR-BA670-107 “PA and Intercom Design Compliance Report”)
121.335		**Equipment standards.**	
(b)		Turbine engine powered airplanes	An acceptable minimum rate of oxygen flow will be provided (in compliance with FAR 25).
121.354		**Terrain awareness and warning system**	
(c)		AFM	All applicable information will be recorded in the FAA approved Airplane Flight Manual.
121.359	121-251	**Cockpit voice recorders.**	
(f)		Erasure feature	At least the last 30 minutes of CVR recording is retained.
(g)		Boom or mask microphone	Uninterrupted signals received by the boom or mask microphones will be recorded in accordance with 25.1457(c)(5).
121.360		**Ground Proximity Warning-Glide Slope Deviation Alert System.**	
(a)		Approved GPWS equipment	A TSO-C92 (b) approved GPWS will be included in the baseline configuration (RAL-690-0001).
(b)		Airplane Flight Manual	The Airplane Flight Manual will contain appropriate procedures listed in this requirement.
(e),(f)		Ground proximity warning/glide slope	A GPWS - glideslope deviation alerting system meeting TSO-C92(b) will be incorporated in the baseline configuration (RAL-690-0001)

125.119		**Fire Precautions**	Means to prevent cargo or baggage from interfering with fire protective features are compliant with 25.855.Materials used in the construction of the compartments meet requirements of 25.855.
FAR	**Amendment**	**Requirement**	**Bombardier Position**
125.121		**Proof of Compliance with §125.119**	Tests in flight will be conducted to show compliance with 121.121 and therefore 25.855.
125.125		**Pressure Cross-feed Arrangements**	All fuel system lines are enclosed within a single rigid shroud. Drain holes are provided to allow for fuel leakage to be vented overboard. Lines that are isolated from the rest of the fuel system incorporate provisions for relieving excessive pressure.
125.127		**Location of Fuel Tanks**	Fuel tanks are located in accordance with 121.255 and therefore will comply with 25.967 and 25.1185.
125.129		**Fuel System Lines and Fittings**	All fuel lines & fittings will comply with provisions of 25.933
125.131		**Fuel Lines and Fittings in Designated Fire Zones**	All fuel lines and fittings in designated fire zones will comply with 121.259 and therefore will comply with 25.993 and 25.1183.
125.133		**Fuel Valves**	
(c)		Supported Against the Loads	All fuel valves are supported so that loads resulting are not transmitted to the lines connected to the valve as per 25.995.
125.135		**Oil Lines and Fittings in Designated Fire Zones**	All lines and fittings will be compliant with 25.1183.
125.137		**Oil Valves**	
(a)		Design Requirements	All oil valves will meet requirements of 25.1189.
(b)		Closing of Oil Shutoff Means	Each oil valve will have positive stops or suitable index provisions in the "on" and "off" positions as per 25.1025
125.139		**Oil System Drains**	Drains will be accessible and manually or automatically locked according to 25.1021.
125.141		**Engine Breather Lines**	
(a)		Water Vapor Accumulation	Water cannot accumulate in any portion of breather lines as per 25.1017.
(b)		Discharging	Discharge of engine breather lines will not be located in a fire hazard location and do not strike the pilot's windshield as per 25.1017.
(c)		Restriction on Discharge	Engine breathers will not be discharge into the engine air induction system and will comply with 25. 1017.
125.143		**Firewalls**	All items will be isolated from the rest of the airplane by means of firewalls or shrouds, or by other equivalent means as per 25.1191.
125.145		**Firewall Construction**	
(a)		Air, Fluids or Flame Penetration	No hazardous quantity of air, fluids, or flame can pass from the engine compartment to other parts of the airplane as per 25.1191.
(b)		Sealing the Openings	All openings will be sealed with fireproof material and will comply with 25.1191.

(c)		Fireproof Material	Each firewall and shroud will be made of fireproof material and will comply with 25.1191.
(d)		Protection Against Corrosion	Each firewall and shroud will be protected against corrosion and will comply with 25.1191.

FAR	Amendment	Requirement	Bombardier Position
125.147		**Cowling**	
(a)		Resistance to Vibration, Inertia and Air Loads	Each cowling will be designed and supported to resist to the vibration inertia and air loads according to 25.1193.
(b)		Provisions for Drainage	Provisions will be made to allow rapid and complete drainage of the cowling. And all parts of the cowling subject to high temperatures will be made of fireproof material as per 25.1193. Drains will not discharge in locations constituting a fire hazard and will meet requirements of 25.1187.
125.151		**Powerplant Fire Protection**	Each designated fire zone will meet the requirements of 25.1185 to 25.1203.
125.153		**Flammable Fluids**	No tanks or reservoirs containing flammable fluids will be located in designated fire zones unless an equivalent degree of safety is provided to that which would exist if the tank or reservoir were outside that zone as per 25.1185.
125.157		**Lines and Fittings**	Each line and its fittings located in a designated fire zone, are flexible and fire-resistant as per 25.1183.
125.159		**Vent and Drain Lines**	All vent drain lines will comply with 121.259 and therefore will comply with 25.1183.
125.167		**Extinguishing Agent Container Compartment Temperature**	The temperature of each container will be maintained as per 25.1199.
125.169		**Fire-Extinguishing System Materials**	
(b)		Materials for Connections	All the firex connections within the designated fire zone will be fire proof and made of flexible materials in accordance with 25.1201.
125.173		**Fire Detectors**	Fire detectors will be made and installed in a manner that assures their ability to withstand the vibration, inertia and other loads. The sensing elements will be hermetically sealed and have an Inconel sheath which prevents fumes or fluids from affecting it's operation and will comply with 25.1203.
125.175		**Protection of Other Airplane Components Against Fire**	
(a)		Requirements for Airplane Surfaces	All airplane surfaces except as provided in paragraph (b) aft of the nacelles in the prescribed area are fire resistant and will comply with 25.867.
(b)		Exclusions	Exceptions will comply with 25.867.
125.177		**Control of Engine Rotation**	
(a)		Means of Stopping and Restarting	In accordance with 25.903 with exception provided in paragraph (b) of this section.
(b)		Turbine Engine Installation	No means for stopping the engine will be provided. Continued rotation has been shown not to jeopardize the safety of the airplane and therefore will comply with 25.903.

125.189 (c)		**Demonstration of Emergency Evacuation Procedures** Ditching Procedures	 The applicable procedures complying with 25.801 are recorded in Airplane Flight Manual.

FAR	Amendment	Requirement	Bombardier Position
125.227		**Cockpit Voice Recorders**	
(d)		Erasure Feature	At least the last 30 minutes of CVR recording is retained.
(e)		Recording Uninterrupted Audio Signals	Uninterrupted signals received by the boom or mask microphones will be recorded in accordance with 25.1457(c)(5).

APPENDIX - 7

HEAD-UP GUIDANCE SYSTEM (HGS)
CL-600-2B19
CL-600-2C10
CL-600-2D15
CL-600-2D24

Background

Head-up Guidance System (HGS) – CL-600-2B19 Only

The Flight Dynamics HGS was evaluated by the FSB, in April 1996. Only the IIIa approach mode was certified. Takeoff, climb, cruise, descent, and VMC modes were not certified. In 2001, Rockwell Collins/Flight Dynamics applied to the FAA, and received STC #SA2930NY-T, for what they called a "Phase II" HGS. This Phase II HGS added all phases of flight functions to the previously approved HGS. The FSB conducted an evaluation of the Phase II HGS in April 2001 and found it operationally acceptable.

Head-up Guidance System (HGS) – CL-600-2C10 Only

In 2001 Rockwell Collins/Flight Dynamics also applied to the FAA for an STC for an HGS on the CL-600-2C10. STC #ST8557LA-T was issued in 2002 after the FSB conducted an evaluation.

Head-up Guidance System (HGS) – CL-6002D15 and CL-6002D24 Only

In 2005 Rockwell Collins/Flight Dynamics applied to the FAA for an STC for a HGS on the CL-600-2D15 and CL-600 2D24. STC # ST01390LA was issued in July of 2006 after the FSB conducted an evaluation. The Rockwell Collins/Flight Dynamics Model 4200 Head-Up Guidance System (HGS) is approved for use during all phases of flight. The HGS has been shown to meet the requirements for Category III approach, landing and rollout contained in FAA AC 120-28D. It also meets the requirements of FAA AC 120-28D as a primary reference aid for Low Visibility Takeoff (LOVTO) when Litton LTN-101 IRUs are installed. In December 2006 Rockwell Collins requested that the FAA certificate Improved Symbology for the Rockwell Collins 4200 HGS Takeoff Pitch Target and for LVTO with Honeywell Lazeref V installed. An FSB evaluation was conducted using the improved Symbology and the Honeywell Lazeref V for LVTO. It was found during the evaluation that the requirements of FAA AC 120-28D as a primary reference aid for Low Visibility Takeoff (LOVTO) were met. A revision to STC # ST01390LA was issued to Rockwell Collins in May of 2007.

Head-Up Guidance System (HGS) Training Program

NOTE: Criteria listed below apply to the CL-600-2B19 (Original and Phase II) and the CL-600-2C10, CL-600-2D15 and CL-600-2D24 Rockwell Collins/Flight Dynamics HGS. In the case of the CL-600-2C10, CL-600-2D15 and CL-600-2D24 HGS special emphasis should be placed on the ground roll guidance comparison with the localizer deviation scale. It is possible, under some circumstances, for the ground roll guidance symbol to be on the left side of the HGS display and for the localizer deviation scale to be on the right side of the HGS display. It is important that a pilot be able to quickly determine his location on the runway.

The HGS pilot training requirements consists of those related to initial and recurrent ground and flight training. Unless covered concurrently during an initial or transition type rating course, a prerequisite to beginning this course of training is prior training, qualification and currency in the CL-600-2B19 or CL-600-2C10. It should be noted that the program focuses principally upon training events flown in the left seat by the pilot-in-command (PIC) in FAR 121 operations. Nevertheless, first officer indoctrination and training is also essential.

1. INITIAL GROUND TRAINING: For airline operators, initial training should be conducted in accordance with the applicable provisions of FAR 121.415, 121.419, 121.424, 121.427, FAA AC 120-28D and the airline operation specifications. For all operators, the initial ground training program should include the following elements:

   A. Classroom instruction covering HGS operational concepts, crew duties and responsibilities and operational procedures including preflight, normal and non-normal pilot activities. For operators wishing credit for low visibility operations predicated on use of the HGS, information should be provided on the operational characteristics, capabilities, and limitations of the ground facilities (surface movement guidance control system) and airborne CAT III system. Airline policies and procedures concerning low visibility operations should include a reporting process, MEL issues, operation following a missed approach, IOE and currency requirements.

   B. Classroom instruction [or Computer Based Training - (CBT)] on the HGS symbology set and it's inter-relationship with airplane aerodynamics, inertial factors and environmental conditions.

   C. A HGS pilot training manual or equivalent material in the Operations Manual which explains all modes of operation, the use of various HGS controls, clear descriptions of HGS symbology including limit conditions and failures, and incorporating a crew procedures guide clearly delineating pilot-flying (PF) and pilot-not-flying (PNF) duties, responsibilities and procedural call-outs and responses during all phases of flight during which HGS operations are anticipated. Emphasis on the availability and limitations of visual cures encountered on approach both before and after DH. This would include:

      - procedures for unexpected deterioration of conditions to less than minimum RVR encountered during approach, flare and rollout
      - demonstration of expected visual references with weather at minimum conditions
      - expected sequence of visual cues during an approach in which visibility is at or above landing minima.

   D. A multi-media system capable of a dynamic real-time demonstration of all modes of

operation complete with sound. For operators wishing credit for low visibility operations predicated on use of the HGS, this should include narrative descriptions and several low weather approach demonstrations with procedural call-outs and responses. All critical procedural call-out possibilities should be covered.

E. If the HGS is used as a CAT II/CAT III landing system, emphasis on the need for rigorous crew discipline, coordination and adherence to procedural guidelines as is required for other CAT II/CAT III landing systems.

2. Initial Flight Training: Unless integrated with initial or transition type rating training, flight training dedicated to HGS familiarization and proficiency is in addition to other required elements. For FAR 121 operators, initial flight training should be conducted in accordance with the applicable provisions of FAR 121.424. Flight training dedicated to HGS familiarization and proficiency is in addition to other required elements. When a simulator is used, only FAA approved CL-600-2B19 or CL-600-2C10 (changeable to CL-600-2D15 and or CL-600-2D24) simulators with both a visual and the Heads-Up Guidance System installed may be used. For flight simulator training, all required approaches should be flown from no closer than the final approach fix (FAF) for instrument approaches and from no closer than approximately 1000 feet AGL (3 - 4 NM) to the runway threshold for visual approaches.

The following flight training program is generic in nature and should not be construed to dictate what the flight course of instruction must consist of. Each operator has its own unique requirements, route structure, fleet composition and operations policies to consider in developing its training program. Therefore, what follows might be considered as a guide to an operator who is tailoring a HGS training program to fit his own needs.

A. Airwork - Airwork should include:

- Straight and level flight, accelerations and decelerations
- Normal and steep turns, climbs and descents
- Approach to stall and recovery and unusual attitudes
- Vectors to intercept and track selected VOR courses
- For aircraft with 4000 series HGS include TCAS events and ground prox events.

Note: Emphasis should be placed on HGS unique symbology, i.e., flight path, flight path acceleration, airspeed error tape, AOA limit bracket, and excessive pitch chevrons. When this training is complete, the trainee should have a thorough understanding of the relationship between aircraft flight path parameters and the HGS symbology.

B. Visual Approaches (VMC mode)

- Perform multiple “night visual” approaches with the HCP set to different slope angles.
- Straight-in landings, no wind, repeat with 15 kt cross wind and at night
- Circling approaches only if authorized by OpSpec or at 1000 and 3 with a 10 kt cross wind.

Note: It is desirable to fly half of these approaches at different airports that have dissimilar

approach and runway lighting systems. Special emphasis should be placed on optimizing circling approach techniques and procedures. Approaches with the aircraft in a non-normal flap configuration should be included.

C. Instrument Approaches:

a) For all operators.

- Perform approach to operators approved CAT I approach minimums with wind set at max authorized.
- Demonstrate failures and incorrect settings on approach, i.e., mis-set runway elevation, airspeed, selected course, etc.
- Illustrate unique characteristics of symbology in wind shear conditions, i.e., erratic wind speed and direction, flight path, flight path acceleration and speed error, etc.
- Non-precision approaches to the operators lowest approved non-precision approach minima with a 15 kt cross wind.

b) For operators wishing credit for low visibility operations predicated on use of the HGS.

- Perform CAT II and/or CAT III (if operator is authorized CAT III) approaches to the operator's lowest minima authorized with 10 kt cross wind
- CAT III ILS flown to the lowest RVR and DH minimums authorized with a 10 knot crosswind
- CAT III ILS with 0/0 weather. After touchdown, raise weather to demonstrate position on runway
- CAT III ILS with various reasons for a missed approach (system downgrade, "APCH WARN," etc.)
- CAT III ILS with various RVRs and crosswinds, include light turbulence
- Approach to CAT III minimums, with a go aground at minimums and subsequent failure of HGS symbology.

Note: Several of the instrument approaches should include a variety of ground and airborne system failures requiring pilot recognition and appropriate procedural actions. Demonstrate system/component failures could include flap asymmetry problems, engine out operations, HGS sensor failures, etc. Demonstration how HGS failure modes can reduce precision and increase pilot workload unless PF/PNF duties and responsibilities are clearly delineated and understood.

D. Takeoff: For operators wishing credit for Low Visibility Takeoff (LOVTO) operations predicated on use of the HGS.

- Normal takeoff, clear and calm, repeated with gusty winds
- Crosswinds should be trained to the max authorized (15K)
- Takeoff, 600 foot RVR, with crosswind.
- Takeoff, 300 foot RVR, with crosswind engine failure prior to V1
- Takeoff, 300 foot RVR with crosswind, engine failure after V1
- Takeoff with HGS failure, 300 foot RVR
- Takeoff at 300 RVR with HGS failure after V_1 (so the pilot continues the takeoff without

HGS information).

The applicant must complete 5 AIII approaches to CAT III minimums under the supervision of an authorized check airman. An additional 5 approaches must be completed within 60 days of completion of those observed by the check airman. All previously qualified (in aircraft) pilots should be certified upon satisfactory completion of the HGS ground and flight training programs.

All initial, upgrade and transition captains must be observed by a check airman during their IOE. This requirement should include three HGS assisted takeoffs: one visual approach and three instrument approaches in conditions not less than RVR 1800.

- For all operators; prior to utilizing the HGS for approach operations in IMC conditions below 1800 RVR, each PIC must accomplish at least 10 approaches to Category II/III minima in weather conditions which are not less than published straight-in Category I minima. Each approach must terminate in a manually controlled HGS assisted landing or HGS assisted go-around. Of these 10 approaches, a minimum of 5 must be accomplished under the observation of a check airman.
- Prior to utilizing the HGS for takeoff operations in IMC conditions below 500RVR, each PIC must accomplish at least 10 HGS assisted takeoffs in weather conditions which are not less than 500 RVR. Of these 10 takeoffs, a minimum of 5 must be accomplished under the observation of a check airman.

CURRENCY REQUIREMENTS

For operators wishing credit for low visibility operations on use of the HGS, during the six month recurrent training and proficiency checks, the following low visibility operations should be performed in addition to regular requirements:

- One approach conducted to CAT III minimums with a landing at the lowest authorized minima, crosswind 15K
- One approach to CAT III minimums with a missed approach at 50 feet DH and loss of HGS on the go around.
- If using a 4000 series HGS, and OpSpec authorizes single engine CAT III approach operations, one approach must be conducted with one engine inoperative to CAT III minima.
- One take-off at the lowest authorized HGS minimums with an abort prior to V_1. If the operator is authorized take-offs with nose wheel steering inop the take-off should be conducted without the nose wheel steering (for initial certification).
- One take-off at lowest authorized HGS minimums with an engine failure after V_1.