DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A14EA
Revision No. 14
Viking Air Limited
CL-215-1A10
CL-215-6B11 (CL-215T Variant)
CL-215-6B11 (CL-415 Variant)
March 7, 2023

TYPE CERTIFICATE DATA SHEET NO. A14EA

This data sheet which is a part of Type Certificate No. A14EA, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder	Viking Air Limited 1959 de Haviland Way Sidney British Columbia V8L 5V5, Canada
Type Certificate Holder Record	Bombardier Inc. transferred TC A14EA to Viking Air Limited on October 1, 2016 Canadair Limited transferred Type Certificate A14EA to Bombardier Inc. On March 6, 1998

I. MODEL CL-215-1A10 Amphibious Flying Boat (Restricted Category) Approved May 15, 1969 by the FAA and March 7, 1969 by the Canadian Department of Transport.

The CL-215-1A10 has been produced in five groups: Serial Numbers 1001 to 1030, 1031 to 1050, 1051 to 1065, 1066 to 1080, and 1081 and subsequent. Data in this Type Approval that contains no specific reference to any group of serial numbers applies to all groups. (See NOTE 4).

Engines	Two Pratt and Whitney Double Wasp CA3.
Fuel	Avgas Grade 100/130 minimum to CAN 2-3.25-M77 or MIL-G-5572. Avgas Grade 100 LL to ASTM Specification D910.
Oil	Engine: All dispersant oils listed in Pratt & Whitney Aircraft Service Bulletin No. 1183 P or subsequent issue.
Engine Limits	See AFM as listed in Approved Publications.
GPU-2	Type: Andover Motors, Model 204 Fuel same as Aircraft. Oil MIL-0-6082 grade 1065 or SAE 10W30 Automotive Oil Oil Quantity: U. S. gal. 0.9 Imp. gal. 0.75
Propeller and Propeller Limits	Manufacturer Hamilton Sundstrand On aircraft 1001 to 1030 and 1039 and subsequent: Intermix in any combination of four types listed below: Propeller Types 43E60-581 P1 43E60-581 P2 43E60-701 43E60-583 Blades - Number and Type Three 6093A-10S (for -581P1 or P2) or Three 6901S-10 (for -701) or Three 6903A-10 (for -583)

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On aircraft 1031 to 1038:

Propeller Type
43E60-581 P3

Blades - Number and Type
Three 6903B-10S (for -581 P3)

Diameter Limits — Maximum 14 ft. 3 in (4.34 m)
Minimum 13 ft. 11 1/2 in. (4.25 m)

Pitch setting at 72-inch station

For Propeller Type	43E60-581P1, 43E60-581P2, 43E60-581P3 or 43E60-701:
Low pitch stop	9.5 degrees (±0.2 degrees)
Constant speed range	9.5 degrees to 30 degrees
Feathered	81 degrees (±0.5 degrees)

For Propeller Type	43E60-583:
Low pitch stop	9.0 degrees (±0.2 degrees)
Constant speed range	9.0 degrees to 30 degrees
Feathered	81 degrees (±0.5 degrees)

Except for transients, propeller must not be operated in the 1550 to 1750 RPM range.

Airspeed Limits

	IAS			**CAS**		
	knots	m.p.h.	km/h	knots	m.p.h.	km/h
V_{MO} (Maximum Operating)						
S.L. to 12,000 ft.	188	216	348	190	219	352
12,000 ft to 20,000	158	182	293	160	184	296
V_{FE} (Flaps Extended)						
10°	138	159	255	140	161	259
25° Land and Water Operation	110	127	204	112	129	207
*25° Water Operation	114	131	211	116	133	215

*Refers to aircraft 1056 & subsequent

V_A (Maneuvering Speed)

Restricted Category						
A/C at 36000 lb. 16329 kg MTOW. Water operation only	126	145	234	127	146	235
**A/C at 37700 lb. 17100 kg MTOW. Water operation only	128	147	237	129	148	239

	IAS			CAS		
	knots	m.p.h.	km/h	knots	m.p.h.	km/h
A/C at 43500 lb. 19731 kg MTOW. Land operation only	149	171	276	150	173	278
A/C at 93500 lb. 19731 kg Lift-off and 15° flap Water operation only	131	151	243	133	153	246
V_{LE} (Maximum Speed Landing Gear Extended)	129	148	239	130	150	241
V_{LO} (Maximum Speed Landing Gear Operation)	129	148	239	130	150	241
V_{MCA} (Minimum Control Speed with Automatic Propeller Feathering)	86	99	159	85	98	157
V_{LL} (Maximum speed at which landing lights may be extended or used) Not applicable to aircraft 1081 and subsequent.	129	148	239	130	150	241

**Refers to Serial Numbers 1003, 1007, 1008, 1009, 1012, 1017, 1018, 1020, 1031 and subsequent, and aircraft Serial Number 1001 through 1030 fitted with additional buoyancy compartment in accordance with Canadair Service Bulletin Number CL215-124.

Restricted Category (water Bomber, including Chemical Foam, Configuration)

	IAS			CAS		
	knots	m.p.h.	km/h	knots	m.p.h.	km/h
V_{FE} (Maximum speed with flaps extended) 15°	138	159	255	140	161	259
V_{WD} (Maximum airspeed at which water doors may be opened or operated in flight)	129	148	239	130	150	241
Maximum speed on water with probes extended (water speed)	80	92	148			
	*90	104	167			

*Refers to aircraft 1051 and subsequent and aircraft which embody Service Bulletin CL215-203.

Restricted Category, Liquid Sprayer Configuration Only

	IAS			CAS		
	knots	m.p.h.	km/h	knots	m.p.h.	km/h
V_{MO} (Maximum Operating) S.L. to 20,000 ft	158	182	293	160	184	296
V_{JD} (Maximum airspeed at which jettison doors may be opened or operated in flight)	158	182	293	160	184	296

Maximum Weight (See NOTE 1)

(Water or Chemical/Water Mix Tanks in use)

		Lb. (Kg)
Ramp		43500
(Land Operation)		(19731)
(Water Operation)		36300
		(16465)
	1	38000
	1	(17236)
Take-off		43500
(Land Operation)		(19731)
(Water Operation)		36000
		(16329)
	1	37700
	1	(17100)
Landing		34400
(Land Operation)		(15604)
	3	37000
	3	(16783)

		Lb. (Kg)
(Water Operation)		35500
		(16103)
	5	37000
	5	(16783)
Zero Fuel	*4*	39000
(Land Operation)	*4*	(17690)
		41000
		(18597)
(Water Operation)		41000
		(18597)

Water Bomber, including Chemical Foam, Configuration only

Touch-down for water		33500
Pick-up		(15195)
	2	35500
	2	(16103)
Lift-off following		43500
Water Pick-up		(19731)

1 Refers to Serial Numbers 1003, 1007, 1008, 1009, 1012, 1017, 1018, 1020, 1031 and subsequent, and aircraft Serial Number 1001 through 1030 fitted with additional buoyancy compartment in accordance with Canadair Service Bulletin Number CL215-124.

2 Refers to aircraft Serial Numbers 1051 and subsequent, and aircraft which incorporate New Probe System to Canadair Service Bulletin CL215-203.

3 Refers to aircraft 1056 to 1125 which incorporate Canadian Service Bulletin CL-215-376.

4 Refers to aircraft in the Liquid Sprayer Configuration.

5 Refers to aircraft 1056 and subsequent.

C.G. Limits

See AFM as listed in Approved Publications.

Maximum Occupants

Ten (including two crew). Limited by approved seating arrangements. In particular, see (See NOTE 2)

Maximum Cargo

General Cargo

Load distribution must not exceed 150 lb./sq. ft. (732.36 kg/m2), nor 500 lbs. (226.8 kg) per running foot. For compartment limitations, refer to the following Canadair Reports:
RAW-215-110 for S/N 1001 to 1030.
RAW-215-144 for S/N 1001 to 1030 (Liquid Sprayer).
RAW-215-146 for S/N 1031 to 1055.
RAW-215-145 for SAR Aircraft S/N 1031 to 1038.
RAW-215-172 for SAR Aircraft S/N 1058 to 1059.
RAW-215-174 for S/N 1062 and 1063.
RAW-215-190 for S/N 1056 and subsequent.

Jettisonable Liquid Cargo:

Water Bomber Configuration: Two tanks at Station 403.8, maximum water load of 6000 lb. (2722 kg) each. Volume 706 gallons (588 Imp. gallons) each.

Liquid Sprayer Configuration: Five cabin installed tanks with total maximum chemical/water load of 10,500 lb. (4763 kg). Volume 1400 gallons (1166 Imp. gallons).

Chemical Foam Configuration: Two tanks at Station 403.8, maximum load, water or chemical/water mix, of 6000 lb. (2722 kg) each. Volume 706 gallons (588 Imp. gallons) each.

Non Jettisonable Liquid Cargo

Chemical concentrate for Chemical Foam operations. Four cabin installed storage tanks with total maximum chemical load of 1,566 lb. (710 kg). Volume 158 US gallons (132 Imp).

Additional Cargo Limitations

(a) Carriage of general cargo in the cabin is prohibited when the water or chemical concentrate or chemical/water mix tanks are in use.
(b) Landing with jettisonable water or chemical/water load in the tanks is prohibited.
(c) All chemicals to be used in Liquid Spraying Operations must be approved by the local environmental authorities prior to commencement of spraying.
(d) All chemicals to be used in Chemical Foam operations must comply with Canadair Material Specification CMS560-01 and be approved by the local environmental authorities prior to commencement of foam fire fighting operations.

Fuel Capacity

Usable Fuel

	U.S. gal.	Imp. gal.
S/N 1001 to 1030	1146	954
S/N 1031 and Sub.	1562	1301

Oil Capacity

Engines: (each)	U.S. gal.	Imp. gal.
Total	36.0	30.0
Usable*	30.7	25.6

* Excluding propeller feathering reserve of 2.0 gallons (1.7 Imp. gal.) each engine.

Control Surface Movements

Controls to be rigged in accordance with the following Canadair Drawings:
(a) P215-90014 Diagram Aileron Controls.
(b) P215-90015 Diagram Elevator Controls.
(c) P215-90016 Diagram Rudder Controls.

Maximum Operating Altitude (Pressure Altitude)	Take-off and landing 8000 feet Enroute 20,000 feet Maximum altitude for water pick-up 5000 feet* * 8000 feet for water pick-up on A/C S/N 1051 and subsequent and aircraft incorporating Canadair Service Bulletin CL215-203.
Additional Limitations	Dispatch into known icing conditions is prohibited unless aircraft is modified in accordance with Canadair Modification Summary SC-21002 and operated in accordance with Supplement II of the DOT Approved Flight Manual PSP 291.
Serial Numbers Eligible	Serial Number 1001 to 1125. (See NOTE 4).
Placards	Placards are listed in the following Canadair Drawings: 215-40053, 215-40440, 215-40443, 215-51004, 215-51137, 215-51311, 215-51312, 215-51314, 215-51317, 215-51387, 215-51402, 215-66000, (See NOTE 3).
Approved Publications	D.O.T. Approved Airplane Flight Manual, Canadair Product Support Publication No. 191 for S/N 1001 to 1030 and Publication No. 291 for S/N 1031 and subsequent. D.O.T. Approved Maintenance Specification, Canadair Product Support Publication No. 295. D.O.T. Approved Drawing List, Canadair Report No. RAL-215-101. D.O.T. Approved Loading Instructions. (See NOTE 6).
Life Limited Parts	Required retirement times for life-limited components are as prescribed in the D.O.T. Approved Maintenance Specification, Canadair Product Support Publication No. 295.

II. Model CL-215-6B11 (CL-215T Variant), Restricted Category, Amphibious Flying Boat
Restricted Category, Approved March 30, 1993 by the FAA and March 28, 1991 by the Canadian Department of Transport (DOT)

III. Model CL-215-6B11 (CL-415 Variant), Restricted Category
Approved October 14, 1994 by the FAA and June 24, 1994 by the Canadian Department of Transport (DOT)

DATA PERTINENT TO CL-215-6B11 (CL-215T Variant) and CL-215-6B11 (CL-415 Variant)

Engines (See NOTE 7)	Two Pratt & Whitney Canada PW123AF (Turboprop) with P&WC SB 21211 incorporated.
Fuel	Fuels conforming to any of the following specifications are approved for use. Mixing of fuels is permitted.

TYPE	SPECIFICATION		
	CANADA	USA	UK
Kerosene			
Jet A, A-1 JP8	CGSB 3.23 3-GP-23	ASTM D1655 MIL-T-83133	DERD 2494 DERD 2453
Wide Cut* Jet B JP4	 CGSB 3.22 CGSB 3.22	 ASTM D1655 MIL-T-5624	 DERD 2486 DERD 2486
High Flash JP5	 3-GP-24	 MIL-T-5624	 DERD 2452

*NOTE: Refer to Flight Manual Limitations Section for operating limits for JP4/Jet B fuel.

Oil

Engine: All MIL-L-23699, type II oils and Castrol 4000

Engine Limits

See AFM as listed in Approved Publications.

Airspeed Limits

		IAS			CAS		
		knots	m.p.h.	km/h	knots	m.p.h.	km/h
V_{MO} (maximum Operating) S.L. to 20,000 feet		187	215	347	190	219	260
V_{FE} (Flaps Extended)	10°	138	159	256	140	161	260
	15°	138	159	256	140	161	260
	25°	114	131	211	116	134	215
	25°*	116	134	215	117	135	217
	25°**	119	137	220	120	138	222

V_A (Maneuvering Speed)

See Flight Manual for variation of V_A with aircraft weight.

* For CL-215-6B11 (CL-215T Variant) Refer to A/C 1056 and subsequent incorporating Canadair S.B. 215-376

** For CL-215-6B11 (CL-415 Variant).

V_{LE} (Maximum Speed-Landing Gear Extended)	129	148	239	130	150	241
V_{LO} (Maximum Speed-Landing Gear Operation)	129	148	239	130	150	241
V_{MCA} (Minimum Control Speed in the air with Automatic Propeller Feathering Operative)	84	97	155	84	97	155
V_{LL} (Maximum speed at which Landing lights may be extended or used)**	129	148	239	130	150	241

** not applicable to A/C 1081 and subsequent

V_{WD} (Maximum Speed at which water doors may be opened or operated in flight)	129	148	239	130	150	241
Maximum speed on Water with Probes extended (water speed)	80 *90	92 104	148 167			

* Refers to aircraft 1051 and subsequent and aircraft which embody Service bulletin CL215-203.

C.G. Limits

See AFM as listed in Approved Publications.

Maximum Cargo

Additional Cargo Limitations

(a) Carriage of general cargo in the cabin is prohibited when water tanks are in use.
(b) Landing with jettisonable water load in the tanks is prohibited.

Fuel Capacity	Usable Fuel Pressure refueling: 1530 gallons (1275 Imperial Gallons) (Total Capacity) Gravity refueling: 1562 gallons (1301 Imperial Gallons) (Total Capacity) Maximum refuel pressure: 50 psig.				
Oil Capacity	Engines: (Each)		U.S. Gal.		Imp. Gal.
	Total		5.1		4.3
	Usable		0.9		0.8
Control Surface Movements	Rudder		30°R	± 0.5°	
			23°L	± 0.5°	
	Elevator	Up	22°	± 0.5°	
		Down	20°	± 0.5°	
	Aileron	Up	20°	± 0.5°	
		Down	13.75°	± 0.5°	
		Neutral	2° TE up		
Additional Limitations	Dispatch into known icing conditions is prohibited				

DATA PERTINENT TO CL-215-6B11 (CL215T Variant)

The data in this Type Approval apply to Aircraft model CL-215-1A10 retrofitted with the Canadair Modification Kit described in:

- Report RAD-215T-103 (Kit Specification for the Retrofit of CL-215-piston aircraft with turboprop engines) for A/C with S/Ns 1056, 1057, 1061, 1080, 1109, 1113, to 1122, 1124, 1125.

- Report RAL-K215T-0001 Rev. A or later approved revision (K215T Engineering Configuration Statement), as amended by Modification Summaries, for A/C with S/Ns 1081 to 1090, 1092 to 1108, 1110 to 1112, and 1123.

After embodiment of the kit, affected A/C shall be redesignated as model CL-215-6B11 (CL-215T Variant).

Propeller and Propeller Limits	Manufacturer:	Hamilton Sundstrand
	Propeller Type:	Two 14SF-17 (four-bladed) or Two 14SF-19 (four-bladed)
	Diameter:	13 feet, 1/4 inch (3.97m)
	Pitch setting at 42-inch station:	
	Reverse:	-10 ± 1.17° (dynamic conditions) -13.6° to -15.6° reverse pitch stop position
	Feathered:	86.0°

Maximum Weight (Mass)

Restricted Category

(See NOTE 1)

Take-Off	lb.	kg
Land Operation	43,500	19,731
Water Operation	37,850	17,168

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

Maximum Occupants

(a) Ten (including two crew). Limited by approved seating arrangements. In particular, see NOTE 2.

Maximum Cargo

General Cargo

Load distribution must not exceed 150 lb./sq.ft. (732.36 kg/m2), nor 500 lbs. (226.8 kg) per running foot. For compartment limitations, refer to the following Canadair Report: RAW-215T-102

	Jettisonable Liquid Cargo: Water Bomber Configuration: Two tanks at Station 403.8, maximum water load of 6000 lb. (2722 kg) each. Volume 706 gallons (588 Imp. gallons) each.
Maximum Operating Altitude (Pressure Altitude)	Take-off and Landing: 10000 feet Enroute: 20000 feet Water Pick-up: 5000 feet 8000 feet (1) (1) A/C incorporating Canadair SB CL215-203
Serial Numbers Eligible	Serial Numbers 1056, 1057, 1061, 1080, 1109, 1113 to 1122, 1124, 1125 retrofitted per RAD-215T-103 and Serial Numbers 1081 to 1090, 1092 to 1108, 1110 to 1112 and 1123 in retrofit per RAL-K215T-0001.
Placards (See NOTE 3)	Substitution and/or removal of existing placards on CL-215-1A10 in addition to new placards, as specified in Canadair Report MBS-215T-111 required to achieve model CL-215-6B11 aircraft (refer to Approved Publications).
Approved Publications	CL-215-6B11 (S/N 1056, 1057, 1061, 1080, 1109, 1113 to 1122, 1124, 1125 D.O.T. Approved Airplane Flight Manual, Product Support Publication No. 391 D.O.T. Approved Airworthiness Limitations, scheduled inspections and maintenance intervals sections of D.O.T. Approved Standard Maintenance Specifications, Product Support Publication No. 395. D.O.T. Approved Drawing List, Canadair Report No. RAL-215-xxx (for each individual aircraft) (CL-215-1A10) in addition to the following Canadair Modification Summaries (to achieve model CL-215-6B11): 215T001A, 215T001B, 215T001C, 215T001D, 215T003, 215T004, 215T011, 215T012, 215T013, 215T016, 215T017, 215T020A, 215T020B, 215T020C, 215T020D, 215T021, 215T024, 215T025, 215T026. D.O.T. Approved Loading Instructions (see NOTE 6). CL-215-6B11 (S/N 1081 to 1090, 1092 to 1108, 1110 to 1112, 1123 D.O.T. Approved Airplane Flight Manual, Product Support Publication No. 391-1 D.O.T. Approved Airworthiness Limitations, scheduled inspections and maintenance intervals sections of D.O.T. Approved Standard Maintenance Specifications, Product Support Publication No. 395-1. D.O.T. Approved Drawing List, Canadair Report No. RAL-215-xxx (for each individual aircraft) (CL-215-1A10) in addition to the following Canadair Modification Summary (to achieve model CL-215-6B11): 215T60010 D.O.T. Approved Loading Instructions (see NOTE 6).
Airworthiness Limitations	CL-215-6B11 (S/N 1056, 1057, 1061, 1080, 1109, 1113 to 1122, 1124, 1125 The Airworthiness Limitations are prescribed in the D.O.T. Approved Standard Maintenance Specification, Product Support Publication No. 395, Airworthiness Limitation Section. CL-215-6B11 (S/N 1081 to 1090, 1092 to 1108, 1110 to 1112, 1123 The Airworthiness Limitations are prescribed in the D.O.T. Approved Standard Maintenance Specification, Product Support Publication No. 395-1, Airworthiness Limitation Section.

DATA PERTINENT TO CL-215-6B11 (CL-415 Variant)

The data in this Type Approval applies to Aircraft Model CL-215-6B11 described by Report RAL-415-101 Issue NC plus Mod. Sums.

Propeller and Propeller Limits

Manufacturer: Hamilton Sundstrand
Propeller Type: Two 14SF-19 (four-bladed)
Diameter: 13 feet, 1/4 inch (3.97m)

Pitch setting at 42-inch station:
Reverse: -10 ± 1.17° (dynamic conditions)
-13.6° to -15.6° reverse pitch stop position
Feathered: 86.0°

Maximum Weight (Mass) (See NOTE 1)

Take-Off Restricted Category	lb.	kg
Land Operation	43,850	19,890
Water Operation	37,850	17,169

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

Maximum Occupants (See NOTE 2)

(a) Ten (including two crew). Limited by approved seating arrangements.

Maximum Cargo

General Cargo
Load distribution must not exceed 150 lb./sq. ft. (732.36 kg/m2), nor 500 lbs. (226.8 kg) per running foot. For compartment limitations, refer to the following Canadair Report: RAW-415-102

Maximum Water Tank Capacity: (Water Bomber Configuration:)

	VOLUME		WEIGHT	
	Gallons	Imp Gal	lb.	kg
Inboard tanks (2)	838	698	6980	3167
Outboard tanks (2)	783	652	6520	2957
All tanks (4)	1621	1350	13500	6124

Maximum Operating Altitude (Pressure Altitude)

Take-off and Landing: 10000 feet
Enroute: 20000 feet
Water Pick-up: 8000 feet

Serial Numbers Eligible

Serial Number 2001 to 2999

Placards

Required placards are specified in Canadair report MBS-215T-105

Approved

D.O.T. Approved Airplane Flight Manual Canadair Product Support Publication No. 491 Publications D.O.T. Approved Airworthiness limitations, scheduled inspections and maintenance intervals sections of Canadair Product Support Publication No. 495.

D.O.T. Approved Drawing List and Modification Summary listed in Canadair Report No. RAL-415-101 which defines the build standard of the production CL-415.

D.O.T. Approved Loading Instructions (See NOTE 6)

Airworthiness

The Airworthiness Limitations are prescribed in the Standard Maintenance Specification, Limitations Canadair Product Support Publication No. 495, Airworthiness Limitations Section.

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED

Datum

The reference datum is located 300 inches (762 cm) forward of the keyhole slot in the chine angle on both sides of the fuselage at station 300.0.

Leveling Means

Longitudinal: Lugs on left hand nose wheel well sidewall at stations 170.0 and 182.5.
Lateral: Lugs on front face of nose wheel well rear bulkhead, station 222.50.

Mean Aerodynamic datum. Chord (MAC)	The leading edge of the MAC is 366.57 inches (931.08 cm) aft of the reference The length of the MAC is 139.4 inches (354.07 cm).
Minimum Crew	Two (Pilot and Co-Pilot)
Certification Basis	CL-215-1A10 S/N 1001 to 1030 FAR 21.29(a)(1)(ii), FAR Part 25, dated February 1, 1965 plus amendment 25-18 dated September 29, 1968 with the deviations recorded in the following documents. Canadair Report No. RAO-215-100, Issue 2, dated 15 January 1966, including Revision "A" dated 28 February, 1969, and Revision "B" dated 21 May, 1970, and modified by D.O.T. letter dated 26 February, 1971. CL-215-1A10 S/N 1031 to 1125* FAR 21.29(a)(1)(ii), FAR Part 25, dated February 1, 1965 plus amendment 25-18 dated September 29, 1968 with the deviations recorded in the following documents. Canadair Report No. RAO-215-100, Issue 2, dated 15 January 1966, including Revision "A" dated 28 February 1969, Revision "B" dated 21 May, 1970, Revision "C" dated 13 September, 1973 and Revision "C", Addendum 1 dated 27 May, 1974, modified by DOT letter dated 23 April 1974, and by DOT letter dated 9 December 1981. * For Aircraft S/N 1058, 1059, 1062 and 1063, see NOTE 4. CL-215-6B11 (CL-215T Variant), and CL-215-6B11 (CL-415 Variant) FAR 21.29(a)(1)(ii), FAR Part 25, dated February 1, 1965 plus amendment 25-18 dated September 29, 1968 and selected requirements of FAR Part 25 including amendments 25-1 through 25-61 and of Airworthiness Manual Chapters 525 and 516, as specified in, and including the deviations recorded in, the following document: Canadair Report RAO-215-100, Issue 2, Revision H, dated September 19, 1991 for CL-215-6B11 (CL-215T Variant) with S/N 1056, 1057, 1061, 1080, 1109, 1113 to 1122, 1124, 1125. Canadair Report RAO-215-100, Revision I-1, CL-215-6B11 (CL-215T Variant) with S/N 1081 to 1090, 1092 to 1108, 1110 to 1112, 1123. Canadair Report RAO-215-100, Issue 2 Revision I, for CL-215-6B11 (CL-415 Variant) Compliance with the following requirements has been established: SFAR 27-2, Environmental Protection Agency Final Venting and Exhaust Emission Requirements For Turbine Powered Aircraft. Noise requirements of FAR Part 36 with Amendments 36-1 through 36-17, change 22 Appendices A, B, and C. Findings of Equivalent Safety: a) FAR Part 25.901(b)(1)(i) Installation b) FAR Part 25.1045(e) Cooling Test Procedures CL-215-1A10, and CL-215-6B11 (CL-215T & CL-415 Variants) Compliance with the following requirements has been established: Ditching provisions of FAR Part 25.801(b) through (e), and 25.807(d). (The requirements of 25.1415(a) through (d) are not applicable, per Report RAO-215-100, Appendix 11, item RU.801).

CL-215-6B11 (CL-215T Variant) with S/N 1081 to 1090, 1092 to 1108, 1110 to 1112, 1123

ELOS Memo	Requirement	Title
AT09323NY-T-P-1	14 CFR 25.1549(a)(b)(c)	Digital Only Display of the Turbine Engine Required Parameters

CL-215-6B11 (CL-415 Variant)
Transport Canada Special Conditions (Airworthiness)
SCA 93-4 High Intensity Radiated Fields (HIRF) (Ref FAA Issue Paper SE-3) SCA 93-5 Lighting Protection (Ref FAA Issue Paper SE-2)

Import requirements

A Restricted U.S. Airworthiness Certificate may be issued for the aerial dispensing of liquids approved under the special purpose of forest and wildlife conservation on the basis of the Canadian Department of Transport "Certificate of Airworthiness for Export" signed by or for the Minister of Transport. This form must contain the following statement: "The aircraft covered by this certificate has been examined and found to comply with the provisions of the following:

CL-215-1A10
Canadair Ltd. Report No. RAO-215-100, Issue 2 dated January 15, 1966, including Revision "A" dated February 28, 1969, and Revision "B" dated May 21, 1970, plus FAA's "additional requirements" presented in Attachment "A" to FAA's minutes of November 10, 1966 meeting, as amended by FAA's letter dated December 5, 1968.

CL-215-6B11 (CL-215T Variant) with S/N 1056, 1057, 1061, 1080, 1109, 1113 to 1122, 1124, 1125 Canadair Report RAO-215-100, Issue 2, Revision H, dated September 19, 1991.

CL-215-6B11 (CL-215T Variant) with S/N 1081 to 1090, 1092 to 1108, 1110 to 1112, 1123 Canadair Report RAO-215-100, Revision I-1.

CL-215-6B11 (CL-415 Variant)
Canadair Report RAO-215-100, Issue 2, Revision I.

Reference Canadian D.O.T. Type Approval No. A-86, Issue 25, dated October 1, 2016, FAA Type Certificate A14EA.

Production Basis

"Does not apply

NOTE 1 Definitions: For the purposes of this Type Certification and with reference to information on aircraft weight and C.G., the following definitions apply:

Restricted Category Aircraft configured such that water or Chemical/Water Mix may be loaded and promptly jettisoned.

NOTE 2 Carriage of Persons
The carriage of persons in the cabin of Restricted Category Aircraft is only permitted when:
i. Such persons are Cargo Handlers or persons employed in support of the operation; and
ii. The water tanks are not in use.

NOTE 3 All required Placards must be installed in the specified locations.

NOTE 4 Aircraft S/N 1058 and 1059 are not eligible for a U.S. Certificate of Airworthiness until compliance has been shown with requirements FAR 25.813(a) and 25.815. (Reference DOT Telex LIAE 120 dated 17 June 1978).

Aircraft S/N 1062 and 1063 are not eligible for a U.S. Certificate of Airworthiness until compliance has been shown with requirements FAR 25.803, 25.809, 25.813(a) and 25.875(b). (Reference DOT Telex LIAE 10 dated 22 January 1979).

NOTE 5 The aircraft must be operated in accordance with all sections of the Approved Flight Manual as listed in the Approved Publications.

NOTE 6 The current Weight and Balance Report, containing the list of equipment included in the approved empty weight and loading instructions, must be provided for each aircraft.

NOTE 7 Every CL415 manufactured and every CL215T conversion after June 1994 must have PW123AF engines with SB 21211 incorporated or later superseding SB. For CL215T converted before June 1994 if SB 21211 is not incorporated on both engines then both engines must have SB 21113 and the aircraft must have SB 215-A3030 until both engines incorporate SB 21211 or later superseding SB.

NOTE 8 REMOVED

...END....