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SECTION 1: GENERAL

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|-----------------------------|--|
| 1. Data Sheet No: | TJI 0037 |
| 2. Type Certificate Holder: | 328 Support Services GmbH
P.O. Box 1252
D-82231 Wesseling, Germany |
| 3. Certifying Authority: | EASA |
| 4. Airworthiness Category: | Transport category |

SECTION 2: MODEL Dornier 328-300**I. General**

- | | |
|---|---|
| 1. Aircraft designation | Dornier 328-300 "Dornier 328JET" |
| 2. Application Date for SAAU Certification: | |
| | Dornier 328-300 26 Mart 2007 |
| 3. SAA Certification Date: | |
| | Dornier 328-300 14 March 2008 |
| 4. Airplanes serial number eligible: | |
| | Dornier 328-300 3108, 3111, 3114, 3116, 3118 and from the 3120 till 3224 |

II. Certification Basis

- | | |
|---|--|
| 1. Reference Application Date for EASA (JAA) Certification: | |
| | Dornier 328-300 27 November 1996 |
| 2. EASA Certification Date (JAA Certification Recommendation Date): | |
| | Dornier 328-300 6 July 1999 |
| 3. EASA (JAA) Certification Basis: | |
| | Refer to EASA TCDS A.096 |
| 4. SAA Certification Basis: | |
| | AR-25 "Airworthiness Standards for Transport Category Airplanes" |

Equivalent Safety Findings:

AR 25.130	Landing and Go-around Speeds (ref. CRI F-2);
AR 25.177	Static lateral-directional stability (ref. CRI F-7);
AR 25.201	Stall demonstration (ref. CRI F-8);
AR 25.203	Stall characteristics (ref. CRI F-8);
AR 25.233	Directional stability and control (ref. CRI F-9);
AR 25.415	Ground gust conditions (ref. CRI ST-4);
AR 25.519	Static ground load conditions (ref. CRI ST-8)

Environmental Standards:

Noise:	ICAO Annex 16, Volume I, Aircraft Noise, Third Edition, July 1993, Chapter 3
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III. Technical Characteristics and Operational Limitations

1. Model Dornier 328-300

1.1. Type Certificate Design Definition

Document No. TD-F0300
plus Change Notice CN-F0038
plus Change Notice CN-F0039

1.2. Maximum Certified Weights:

„Basic“ and "Extended Range"

	kg	lbs
Maximum Ramp Weight	15350	33841
Maximum Take-Off Weight	15200	33510
Maximum Landing Weight	14090	31063
Maximum Zero Fuel Weight	12610	27800

„Mod 10“ and "Extended Range"

	kg	lbs
Maximum Taxi and Ramp Weight	15780	34789
Maximum Take-Off Weight	15660	34524
Maximum Landing Weight	14390	31724
Maximum Zero Fuel Weight	13070	28814

1.3. Air Speeds:

Design Speeds and Mach Numbers

Design Cruise Speed

$V_c = 500$ km/h (270 KIAS) from sea level to 2440 m (8 000 ft) increasing linearly to 556 km/h (300 KIAS) at 3050 m (10 000 ft),

$V_c = 556$ km/h (300 KIAS) from 3050 m (10 000 ft) to 6310 m (20 700 ft),

and the limiting Mach number above this altitude (up to 10668 m (35000ft), see Note 5) is $M_c = 0.66$.

Design Dive Speed

$V_D = 600$ km/h (324 KIAS) from sea level to 1525m (5 000 ft) increasing linearly to 656 km/h (354 KIAS) at 1520 m (7 000 ft),

$V_D = 656$ km/h (354 KIAS) from 1520 m (7 000 ft) to 5400 m (17 700 ft),

and the limiting Mach number above this altitude (up to 10668 m (35000ft), see Note 5) is $M_D = 0.73$.

Maximum Flap Extended Speeds (V_{FE})

Flaps (degrees)	Flap Speed (km/h / KIAS)	Remarks	
12	370 / 200	Take-off	"Basis"
12	380 / 205	Take-off	"Mod 10"
20	333 / 180	Approach	
32	296 / 160	Landing	

Maximum Operating Limit Speed V_{MO}/M_{MO} :

$V_{MO} = 500$ km/h (270 KIAS) from sea level to 2440 m (8 000 ft) increasing linearly to $V_{MO} = 556$ km/h (300 KIAS) at 3050 m (10 000 ft)

$V_{MO} = 556$ km/h (300 KIAS) from 3050 m (10 000 ft) to 6310 m (20700 ft) = V_c

$M_{MO} = 0.66$ from 6310 m (20700 ft) to 9449 m (31000ft)

$M_{MO} = 0.66$ at 9449 m (31000ft) decreasing linearly to $M_{MO} = 0.64$ at 10668 m (35000 ft) (see Note 5)

Manoeuvring Speed V_A

$V_A = 352$ km/h (190 KIAS) from sea level to 10668 m (35 000 ft) (see Note 5)

Landing Gear Speeds

Landing gear operating speed V_{LO} :

$V_{LO} = 370$ km/h (200 KIAS) from sea level to 5485 m (18 000 ft)

Landing gear extended speed V_{LE} :

$V_{LE} = 370$ km/h (200 KIAS) from sea level to 5485 m (18 000 ft)

Rough Air Speeds V_{RA}/M_{RA}

$V_{RA} = 370$ km/h (200 KIAS) from sea level to 7985 m (26200 ft)

$M_{RA} = 0.5$ from 7985 m (26200 ft) to 10668 m (35000 ft) (see Note 5)

Max Tire Speed

The maximum tire speed is 333 km/h (180 KTS) ground speed 338 km/h (210 mph)

1.4. Fluids (Fuel/Oil/Additives):

See Manuals, Doc.No.: TM-AMM-010399-ENV and AM-AFM-050599-ENV, Section 02-06-00

1.5. Fluid capacities:

1.5.1 Oil capacity: See AFM AM-AFM-050599-ENV, Section 02-06-00

1.5.2 Fuel capacity:

Fuel density: 0.796 Kg/L = 6.643 lb. per US gal, ISA

MAX USABLE FUEL TANK CAPACITY						
Basic Version						
	Inner Wing Tank	Outer Wing Tank	Feeder Tank	Each Wing Tank Group Total	Total Fuel Quantity	
					Gravity Refuelled or Manual Pressure Refuelled	Automatic Pressure Refuelled
Pounds	2349.6	1447.5	187.9	3985.0	7970.0	7800.0
Kilograms	1065.8	656.7	85.0	1807.5	3615.0	3538.0
Liters	1339	825	107	2271	4542	4445
US Gallons	353.7	217.9	28.3	599.9	1200.0	1174.0

Extended Range Version						
	Front Aux Tank	LH AFT Aux Tank	RH Aft Aux Tank	Aux Tank Group Total	Both Wing Tank Groups Total	Total Fuel Quantity
Pounds	1053	1018	1018	3089	7970.0	11059
Kilograms	478	462	462	1402	3615.0	5017
Liters	600	580	580	1760	4542	6302
US Gallons	159	153	153	465	1200.0	1665

For details see Maintenance Manual TM-AMM-010399-ENV and AFM AM-AFM-050599-ENV, Section 02-06-00, and AFM Supplement 10.

1.6. Centre of Gravity Range:

For details refer to AFM No.: AM-AFM-050599-ENV, Section 02-03-00, page 4
For "*Extended Range*" refer to AFM Supplement 010, Section 07-02-00, page 2.

1.7. Datum:

For details refer to AFM No.: AM-AFM-050599-ENV, Section 01-02-00, Page 1

Mean Aerodynamic Chord (MAC) MAC at Station 9378
The MAC length is 2.037 m (80.20 in.)

1.8. Minimum Flight Crew:
Two (Pilot and Co-pilot)

1.9. Maximum Passenger Seating Capacity (additionally see Note 1):
33 Passengers on approved seats + 3 infants younger than two years occupying a seat together with an adult (see Note 1).

1.10. Engines:
Two – Pratt & Whitney Canada Inc.
Model: PW 306B
Appropriate Ukrainian Type Certificate No. ТД 0028 and associated Type Certificate Data Sheet

1.11. Engine Limits:
For details refer to AFM No.: AM-AFM-050599-ENV, Section 02-06-00

1.12. Auxiliary Power Unit (APU): (See Note 6)
Honeywell 36-150 [DD]
For details refer to AFM No.: AM-AFM-050599-ENV, Section 02-06-00

1.13. Maximum Operating Altitude:
9449 m (31000 ft)
10668 m (35000 ft) (see Note 5)

1.14. Equipment:
Equipment Register Document No.: TD-34000-F0

1.15. Baggage/Cargo Compartments:

Class	Volume	Max. allowable Load
D (rear)	6.49 m ³ (229 ft ³)	750 kg (1,653 lb.)
Overhead Baggage Bins	0.98 m ³ (34.6 ft ³)	157 kg (347 lb.)

See Operating Instructions in Weight & Balance Manual, TM-WBM-190793-ENV

1.16. Placards: (see also Note 8)

All placards must be installed as prescribed
in Aircraft Maintenance Manual, TM-AMM-010399-ENV

IV. Operating and Service Instructions

(see Note 3 and Note 7)

1. Operating Instructions:

- Airplane Flight Manual, Document No. AM-AFM-050599-ENV;
- Flight Crew Operating Manual, Document No. AM-FCOM-010399-ENV;
- Weight & Balance Manual, Document No. TM-WBM-010399-ENV;
- Master Minimum Equipment List, Document No.: AM-MMEL-0505099-JAA;

2. Service Instructions:

- Aircraft Maintenance Manual, Document No. TM-AMM-010399-ENV;
- Service Letters and Service Bulletins
(see Publication Index Chapter 3, Document No. For each SB/SI etc.);
- Airworthiness Limitation Document No. TM-ALD-010599-ALL
- Ground Handling Service Info. Manual, Document No. TM-GHSIM-010399-ENV;
- Structural Repair Manual, Document No. TM-SRM-010399-ENV;
- Aircraft Illustrated Parts Catalogue, Document No.: TM-AIPC-010399-ENV;
- Wiring Manual, Document No. TM-WM-010399-ENV;
- Maintenance Review Board Report, Document No. TM-MRB-010599-ALL;
- Certification Maintenance Requirements, Document No. TM-CMR-010599-ALL.

SECTION 3: Notes

- Note 1** Cabin Interior and Seating Configuration
Approved cabin layouts might not include passenger provisions. Carriage of persons in the cabin is only permitted when an approved seating arrangement and related required passenger provisions are incorporated in accordance with the Type Certification basis.
- Note 2** Ditching Provisions:
Compliance with ditching requirements of AR 25.801, AR 25.1411 and AR 25.1415 has not been shown.
- Note 3** Current Issue of LBA Approved Documents:
The current issue of LBA/EASA approved documents, including applicable temporary revisions, have to be used for safe operation of the airplane. Preceding issues of LBA approved documents become invalid with the approval date of a new issue, amendment, or revision.
- Note 4** Model Modification:
A Model Modification is identified by Dornier 328-300 Mod YY. A Mod identifies an aircraft model in which a specific number of dedicated type design changes, summarized in Change Notices, have been incorporated. A Mod is an engineering designation, also used to define effectiveness within the operational documentation. Note: With Change Notice CN-F0053 a MTOW increase (referred to as „Mod 10“) of the Dornier 328-300 (referred to as „Basis“) has been introduced as Dornier 328-300 Mod 10. All data in this Data Sheet are valid for Dornier 328-300 as well as for the Dornier 328-300 Mod 10 unless otherwise stated.
Serial numbers for Mod. 10: 3145, 3147, 3149, 3150, 3155, 3156, 3157, 3160 and subsequent.
- Note 5** Extension of Max Operating Altitude:
With Change Notice CN-F0004 the Option 020F005 (Extension of max. Operating Altitude from 9449 m (31000 ft) to 10668 m (35000ft)) has been introduced.
- Note 6** APU Model Honeywell 36-150 [DD] complies with Airworthiness Standards AP-VD. Appropriate Ukrainian Type Certificate No. ТДД 0010 and associated Type Certificate Data Sheet.
- Note 7** For Dornier 328-300 airplanes operated in Ukraine Airplane Flight Manual, AM-AFM-050599-ENV, Flight Crew Operating Manual, AM-FCOM-010399-ENV and Aircraft Maintenance Manual must be updated as stated in Appendix A.
- Note 8** For Dornier 328-300 airplanes operated in Ukraine placards in regard to emergency and passengers must be bilingual. SAA approved placards translation stated in Appendix B.
- Note 9** For providing the flights in RVSM condition the Service bulletin № SB-328J-34-144 should be improved.
- Note 10** One HF communication radio station should be installed on board the airplanes operating on routes if the breaks in VHF communication fields no exceed one hour. The HF communication radio station can be installed in accordance with Option № 231FK008.

- Note 11** In case of flight over difficult of access both sparsely populated regions and the big water spaces the installation of following equipment should be provided:
- two VHF/UHF emergency radio beacons "COSPAS-SARSAT" from which the first is actuated automatically and manually by crew from a cabin, and the second is portable radio beacon and is used outside of the plane after emergency landing;
 - the one portable emergency VHF radio station.
- The emergency radio beacon "COSPAS-SARSAT" can be installed in accordance with the Service bulletins №№ SB328J-25-138, SB328J-25-217, SB328J-25-138, SB328J-25-137, SB328J-25-139 or SB328J-25-140 (for different types of beacons). The is portable radio beacon "COSPAS-SARSAT" can be installed in accordance with Option № 256F034.
- Note 12** The EGPWS (TAWS) and TCAS II systems should be installed for providing flights by International Air Lines.
- EGPWS (TAWS) system can be installed on airplane in accordance with SB328J-34-081.
- TCAS II system can be installed on airplane in accordance with SB328J-334-039.

INFORMATION REQUIRED TO BE UPDATED
IN DORNIER 328-300 OPERATIONAL DOCUMENTATION

DOCUMENT: AIRPLANE FLIGHT MANUAL

SECTION 02: Limitations

SUBSECTION 02-02-00: General Airplane Operating Limitations

“Maximum Crosswind Component

The maximum crosswind component for take-off and landing on a dry and wet runway with a coefficient of friction more than 0.55 is 24 knots (13 m/s).

The maximum crosswind component for take-off and landing on a contaminated runway is defined in the following table for the different values on the coefficient of friction:

Coefficient of friction, μ	Maximum Crosswind Component, knots (13 m/s)
0,54 – 0,5	19 (10)
0,49 – 0,4	13 (7)
0,39 – 0,3	8 (4)

Operation on a runway with a coefficient of friction less than 0.3 is prohibited.“

SECTION 04: Abnormal Procedures

SUBSECTION 04-09-00: Single Engine Operation

“CAUTION

The demonstrated minimum altitude for Go-Around without touching the ground is 100 feet (30 m)”

SECTION 05: Normal Procedures

SUBSECTION: Go-Around

“CAUTION

The demonstrated minimum altitude for Go-Around without touching the ground is 50 feet (15 m)”

DOCUMENT: FLIGHT CREW OPERATING MANUAL

SECTION 01: Limitations

SUB-CHAPTER: 01-08-00 "Operation Limits" - In order to avoid airframe damage do not park airplane in open area if wind gusts higher than 65 knots (33 m/sec) is forecasted”

SUB-CHAPTER: 01-13-00 "System Limitations" – “Prior boarding the flight compartment should be preheated. Liquid Crystal Displays may not readable at temperature below minus 20°C”.

SUB-CHAPTER: 01-08-00 "Operation Limits" – “The flights without portable VHF emergency radio station are prohibited”.

SUB-CHAPTER: 01-08-00 "Operation Limits" – "Over-water operation in the distance from to the bank more than 30 minutes – it is forbidden"

SECTION 01: Limitations**SUBSECTION 01-08-00: Operational Limits****“Maximum Crosswind Component**

The maximum crosswind component for take-off and landing on a dry and wet runway with a coefficient of friction more than 0.55 is 24 knots (13 m/s).

The maximum crosswind component for take-off and landing on a contaminated runway is defined in the following table for the different values on the coefficient of friction:

Coefficient of friction, μ	Maximum Crosswind Component, knots (13 m/s)
0,54 – 0,5	19 (10)
0,49 – 0,4	13 (7)
0,39 – 0,3	8 (4)

Operation on a runway with a coefficient of friction less than 0.3 is prohibited.“

SECTION 02: Normal Procedures**SUBSECTION 02-10-00: Go-Around/Touch and Go/Balked Landing****“CAUTION**

The demonstrated minimum altitude for Go-Around without touching the ground is 50 feet (15 m)”

SECTION 03: Abnormal and Emergency Procedures**SUBSECTION 03-16-00: Engine, Page 9. Go-Around****“CAUTION**

The demonstrated minimum altitude for Go-Around without touching the ground is 100 feet (30 m)”

SECTION 05: Flight Planning**SUBSECTION 05-01-00: General**

“It is recommended that the minimum enroute net climb gradient with one engine inoperative is positive and all terrain and/or obstacles be cleared by at least 1,300 feet (400 m) along the enroute flight path”

Appendix B

SAA APPROVED PLACARDS TRANSLATION

English	Russian
INSTALLATION OF SEATS REQUIRES APPROVED CABIN LAYOUT DATA. INSTALLATION AND CORRECT POSITIONING OF SEATS AND ALL EQUIPMENT / FURNISHINGS BEING PART OF THE APPROVED CABIN LAYOUT IS MANDATORY TO COMPLY WITH SEAT SAFETY REQUIREMENTS	УСТАНОВКА КРЕСЕЛ ДОЛЖНА СООТВЕТСТВОВАТЬ ОДОБРЕННОЙ КОМПОНОВКЕ КАБИНЫ. УСТАНОВКА И ПРАВИЛЬНОЕ РАСПОЛОЖЕНИЕ КРЕСЕЛ И ВСЕГО ОБОРУДОВАНИЯ, ЯВЛЯЮТСЯ ЧАСТЬЮ ОДОБРЕННОЙ КОМПОНОВКИ И ОБЯЗАТЕЛЬНО ДОЛЖНЫ СООТВЕТСТВОВАТЬ ТРЕБОВАНИЯМ К БЕЗОПАСНОСТИ
REMOVE COVER AND PULL HANDLE	УДАЛИТЕ ПОКРЫТИЕ И ПОТЯНИТЕ РУЧКУ
OPEN	ОТКРЫТО
EMERGENCY EXIT WEIGHT 30,2 LBS / 13,7 KG	ВЕС ЗАПАСНОГО ВЫХОДА 30,2 ФУНТА / 13,7 КГ
LIFE VEST UNDER YOUR SEAT	СПАСАТЕЛЬНЫЙ ЖИЛЕТ ПОД ВАШИМ КРЕСЛОМ
PULL HANDLE AND PUSH DOOR	ПОТЯНИТЕ РУЧКУ И ТОЛКНИТЕ ДВЕРЬ
LOCKED / UNLOCKED	ЗАМКНУТО / НЕЗАМКНУТО
UNLOCKED	НЕЗАМКНУТО
LOCKED	ЗАМКНУТО
NO HANDHOLD	НЕ ДЕРЖАТЬСЯ
EXIT	ВЫХОД
LIFE VEST	СПАСАТЕЛЬНЫЙ ЖИЛЕТ
MAX. LOAD ... KG / ... LBS	МАКС. ВЕС ГРУЗА ... КГ / ... ФУНТОВ
FORWARD FACING SEAT	СИДЕНЬЕ ЛИЦОМ ПО ПОЛЕТУ
MOVE SEAT IN THE MOST OUTBOARD AND REAR POSITION BACKREST IN UPRIGHT POSITION FOR TAKE OFF AND LANDING	ПЕРЕМЕСТИТЕ КРЕСЛО В САМОЕ БОКОВОЕ И ЗАДНЕЕ ПОЛОЖЕНИЕ ВО ВРЕМЯ ВЗЛЕТА И ПОСАДКИ УСТАНОВИТЕ СПИНКУ КРЕСЛА ВЕРТИКАЛЬНО.
AFT FACING SEAT	СИДЕНЬЕ СПИНОЙ ПО ПОЛЕТУ
MOVE SEAT IN THE MOST OUTBOARD AND FORWARD POSITION BACKREST IN UPRIGHT POSITION FOR TAKE OFF AND LANDING	ПЕРЕМЕСТИТЕ КРЕСЛО В САМОЕ БОКОВОЕ И ПЕРЕДНЕЕ ПОЛОЖЕНИЕ ВО ВРЕМЯ ВЗЛЕТА И ПОСАДКИ УСТАНОВИТЕ СПИНКУ КРЕСЛА ВЕРТИКАЛЬНО.
FOLDING TABLE HAS TO BE STOWED DURING TAKE OFF AND LANDING	ОТКИДНОЙ СТОЛИК ДОЛЖЕН БЫТЬ УБРАН В ВРЕМЯ ВЗЛЕТА И ПОСАДКИ
IF SEAT IS NOT OCCUPIED MOVE SEAT IN THE MOST OUTBOARD AND FORWARD POSITION	ЕСЛИ КРЕСЛО СВОБОДНО ПЕРЕМЕСТИТЕ ЕГО В САМОЕ БОКОВОЕ И ПЕРЕДНЕЕ ПОЛОЖЕНИЕ
FIRST AID KIT INSIDE	АПТЕЧКА ВНУТРИ
FOR CREW MEMBER ONLY	ТОЛЬКО ДЛЯ ЭКИПАЖА
DOOR HAS TO BE CLOSED AND LOCKED DURING FLIGHT AND TAXIING.	ДВЕРЬ ДОЛЖНА БЫТЬ ЗАКРЫТА И ЗАПЕРТА ВО ВРЕМЯ РУЛЕНИЯ И ПОЛЕТА.
WHEN THE DOOR IS CLOSED AND LOCKED THE HANDLE HAS TO BE REMOVED AND STOWED.	КОГДА ДВЕРЬ ЗАКРЫТА И ЗАПЕРТА, РУЧКА ДОЛЖНА БЫТЬ ПЕРЕМЕЩЕНА И ЗАФИКСИРОВАНА.
THE HANDLE CAN BE REMOVED IN "LOCKED" POSITION ONLY.	РУЧКА ДОЛЖНА БЫТЬ УСТАНОВЛЕНА ТОЛЬКО В ПОЛОЖЕНИЕ "ЗАПЕРТО".
230 VAC OUTLET	230 ВОЛЬТ
ALL DOORS AND DRAWERS HAVE TO BE CLOSED AND LATCHED FOR TAKE OFF AND LANDING	ВСЕ ДВЕРИ И ЯЩИКИ ДОЛЖНЫ БЫТЬ ЗАКРЫТЫ И ЗАФИКСИРОВАНЫ ВО ВРЕМЯ ВЗЛЕТА И ПОСАДКИ.
LOOSE EQUIPMENT HAS TO BE STOWED FOR TAKE OFF AND LANDING	ОБОРУДОВАНИЕ ДОЛЖНО БЫТЬ ЗАФИКСИРОВАНО ВО ВРЕМЯ ВЗЛЕТА И ПОСАДКИ
FIRST AID OXYGEN MASK INSIDE	КИСЛОРОДНАЯ МАСКА ВНУТРИ
WATER FILLING PORT INSIDE	ЕМКОСТЬ ДЛЯ ЗАПОЛНЕНИЯ ВОДОЙ ВНУТРИ
PUSH TO OPEN	ЧТОБЫ ОТКРЫТЬ НАЖМИТЕ
USE WASTE COMPARTMENT ONLY IF WASTE BIN BOX IS IN PLACE	ИСПОЛЬЗУЙТЕ ОТСЕК ДЛЯ ОТХОДОВ, ТОЛЬКО ЕСЛИ УСТАНОВЛЕНА МУСОРНАЯ ЕМКОСТЬ
MAX. WEIGHT ... LBS / ... KG	МАКС. ВЕС ... КГ / ... ФУНТА
LAVATORY	ТУАЛЕТ
NO SMOKING IN LAVATORY	В ТУАЛЕТЕ НЕ КУРИТЬ
KEEP VENTILATOR OPEN.	ДЕРЖИТЕ ВЕНТИЛЯЦИОННЫЙ ПРОЕМ ОТКРЫТЫМ.
CLOSE ONLY IN CASE OF EMERGENCY	ЗАКРОЙТЕ ТОЛЬКО В АВАРИЙНОМ СЛУЧАЕ
CLOSED	ЗАКРЫТО
DO NOT USE STOWAGE AREA DURING TAKE OFF AND LANDING	НЕ ИСПОЛЬЗУЙТЕ ОБЛАСТЬ УКЛАДКИ В ТЕЧЕНИЕ ВЗЛЕТАЮТ И ПРИЗЕМЛЕНИЕ
DRAIN ONLY SMALL QUANTITIES OF FLUIDS DURING FLIGHT.	ИССУШАЙТЕ ТОЛЬКО МАЛЕНЬКИЕ КОЛИЧЕСТВА ЖИДКОСТЕЙ В ТЕЧЕНИЕ ПОЛЕТА (РЕЙСА).
SIGNIFICANT AMOUNTS OF WASTE LIQUID SHALL BE DUMPED INTO LAVATORY SINK	СУЩЕСТВЕННЫЕ КОЛИЧЕСТВА НЕНУЖНОЙ ЖИДКОСТИ ДОЛЖНЫ БЫТЬ СВАЛЕНЫ (ВЫБРОШЕНЫ) В СЛИВ УБОРНОЙ.
NO CIGARETTE DISPOSAL	СИГАРЕТЫ НЕ БРОСАТЬ
STOWAGE DEPARTMENT ONLY FOR EMERGENCY EQUIPMENT	ОТДЕЛЕНИЕ ТОЛЬКО ДЛЯ АВАРИЙНОГО ОБОРУДОВАНИЯ

HOT JUG HAS TO BE STOWED IN FULLY RETRACTED POSITION DURING TAKE OFF, LANDING AND TURBULENCE WEATHER	ГОРЯЧИЙ КУВШИН ДОЛЖЕН БЫТЬ ЗАФИКСИРОВАН В БЕЗОПАСНОМ ПОЛОЖЕНИИ ВО ВРЕМЯ ВЗЛЕТА, ПОСАДКИ И ТУРБУЛЕНТНОСТИ.
DO NOT OPERATE HOT JUG WITH CLOSED ROLLER DOOR	НЕ ЭКСПЛУАТИРУЙТЕ ГОРЯЧИЙ КУВШИН С ЗАКРЫТОЙ РОЛИКОВОЙ ДВЕРЬЮ
OVEN LOAD 7 LBS MAX. / 3,1 KG MAX	ЗАГРУЖАЙТЕ В ДУХОВКУ НЕ БОЛЕЕ 3,1 КГ/7ФУНТОВ.
DO NOT OPERATE OVEN WITH CLOSED DOOR	НЕ ЭКСПЛУАТИРУЙТЕ ДУХОВКУ С ЗАКРЫТОЙ ДВЕРЬЮ
DRAWER HAS TO BE LOCKED WHEN NOT IN USE	ЯЩИК ДОЛЖЕН БЫТЬ ЗАПЕРТ ЕСЛИ НЕ ИСПОЛЬЗУЕТСЯ
FILL IN POTABLE WATER ONLY. MAX. CAPACITY 20 LITER.	ЗАПОЛНЯТЬ ТОЛЬКО ПИТЬЕВОЙ ВОДОЙ. МАКС. ЕМКОСТЬ 20 ЛИТРОВ.
DO NOT TOUCH HANDLE DURING FLIGHT WASTE	НЕ ТРОГАТЬ РУЧКУ В ТЕЧЕНИИ ПОЛЕТА ОТХОДЫ
CLOSE TOILET COVER TO FLUSH TOILET PUSH TO FLUSH	ЗАКРОЙТЕ КРЫШКУ ДО СЛИВА НАЖМИТЕ ДЛЯ СЛИВА
CURTAIN MUST BE OPEN AND STOWED DURING TAKE OFF AND LANDING PULL	ШТОРКА ДОЛЖНА БЫТЬ ОТКРЫТА И УБРАНА ВО ВРЕМЯ ВЗЛЕТА И ПОСАДКИ ПОТЯНУТЬ
PUSH	НАЖАТЬ

**Head of Aeronautical Products
Type Certification Department**



Sergii Haidenko