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THE Q400
The world's most modern turboprop

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THE BOMBARDIER FLIGHT ADVANTAGE
Ensuring the readiness and reliability of your aircraft
Short haul doesn't mean passengers should be short-changed. The robust Q400, the world’s most modern turboprop, has been honed to perfection, allowing families, businesses and communities to stay connected.
The Q400, the latest in the Q Series family, provides unmatched performance and operational flexibility. Designed as a modern, 21st-century turboprop, it entered service in the year 2000.

The Q400 is an aircraft nimble enough for a steep approach, yet tough enough to land on unpaved runways. It’s a real performer at high altitude airports too, such as La Paz, Bolivia, one of the world’s highest. (The Q400 has the certification to prove it.)

Thanks to the Q400’s versatility, with its combination of turboprop attributes and jet-like features, the aircraft can be adapted to a variety of business models. With 30% reduction in fuel burn over competing jets, the Q400 radically reduces carbon emissions and increases cost efficiency. Its high-speed cruise, 160 km/h faster than conventional turboprops, places the aircraft within minutes of jet schedules, at the same seat cost as a single-aisle jet twice its size. Its large propeller operates at a lower RPM, generating more power with less noise and making it a friendly option for city centres.

The Q400 aircraft has logged almost 7 million flight hours with over 60 owners and operators in approximately 40 countries. With a dispatch reliability rate of over 99.5%, the aircraft has transported more than 400 million passengers worldwide. And, thanks to its industry-leading passenger experience, operating costs and environmental footprint, the Q400 is the pinnacle of modern turboprop design.
**TURBO PROFITS**

With the flexibility to fly at either turboprop or jet speeds, the Q400 can be deployed over short-range and medium-haul markets for maximum profitability.

**DOUBLE DUTY**

The Q400 offers the best of both worlds: able to either fly slower to minimize fuel burn or faster to maximize productivity. At lower speeds, it offers the same trip cost as competing turboprops, with up to 14 more seats. At higher speeds, the Q400 delivers over 30% cost advantage compared to the jet aircraft it often replaces.

**PRODUCTIVITY ADVANTAGE**

With more seats and the ability to do more trips per day, the Q400 offers over $8 million additional value per aircraft compared to other turboprops.

**MORE CHOICES**

With more seats, more legroom, more passengers, more cargo and more flights per day, the Q400 is the most profitable turboprop in the market, capable of adapting to a variety of business models.
CARRYING CAPACITY

Versatility is key. Through a variety of layout configurations, the Q400 is fully capable of addressing different needs and market demands.

TRUE BUSINESS CLASS

The Q400 offers the only true dual-class cabin (first-in and first-out) in the turboprop market. With spacious, three-abreast seats located at the front of the cabin and four-abreast at the back, as well as dual lavatories, this configuration delivers a premium experience to premium passengers.

SINGLE CLASS

In a single-class configuration, the Q400 seats up to 82 passengers at a comfortable 30-inch pitch for each customer. This particular configuration allows airlines to augment their single-aisle jet fleets and grow profits through expanded networks and significantly lower operating costs.

EXTRA CAPACITY

The extra capacity Q400 configuration, with up to 90 seats, is ideally suited to markets in growing economies and low-cost business models, where both capacity and seat-mile costs are key.

COMBI

The Q400 Combi combines the revenue flexibility of a large cargo hold with the speed and passenger comfort of a modern regional aircraft, offering 50 seats and up to 9,000 lb. of cargo capacity, stored in 1,150 cubic feet.

Left

The Q400's impressive carrying capacity allows for up to 90 seats in a single-class configuration, or 74 seats in a dual-class configuration.
CABIN COMFORTS

Inside and out, the Q400 has been continuously improved to make it the largest and most comfortable turboprop in the world.

BETTER BOARDING

The Q400 is the only turboprop that offers forward and aft rear passenger doors, as well as the ability to use airport jetways, providing passengers with a more comfortable and efficient way to get on and off the aircraft.

INVITING INTERIORS

Q400 passengers benefit from larger overhead bins that easily accommodate two airline-standard roller bags. It also has large windows that maximize natural light and improved LED lighting, which further enhances the spacious interior.

QUIETER FLIGHT

Passengers enjoy a quieter cabin thanks to the Q400’s unique Active Noise and Vibration Suppression system, which results in noise levels lower than those of some jets.

LARGER OVERHEAD BINS

The Q400’s spacious overhead bins easily accommodate 22 x 16 x 10.5 inch roller bags, allowing a total of 52 bags to be stowed.

MAXIMIZED VIEWING AREA

The aircraft’s dished sidewalls increase the amount of natural light that is able to shine through the windows and into the cabin.

LED LIGHTING

The Q400’s sidewall and ceiling-wash LED cool lighting enhances the spacious, inviting interior.
With an updated cabin configuration, sculpted sidewalls and LED lighting, the Q400 offers a spacious and inviting interior.
FLYING EFFICIENTLY

Simply put, the Q400 has the lowest fuel consumption per passenger of any turboprop in the industry, making it an efficient and greener option.

EFFICIENCY IS KEY

On a 500 nautical mile journey, the Q400 consumes 3 litres of fuel per seat per 100 km, which is comparable to any other modern next-generation aircraft flying today.

FLYING RESPONSIBLY

The turboprop burns 30% less fuel and produces 30% lower emissions on short-haul routes where it has replaced similar capacity jet aircraft - that’s over 4,000 tonnes of CO₂ emissions each year per aircraft. The Q400 is also one of the quietest aircraft flying today. Its advanced propulsion system leads to significantly reduced community noise pollution, making it ideal for city-centre airports.

**GREENHOUSE GAS EMISSIONS**

<table>
<thead>
<tr>
<th>CO₂ EMISSIONS PER SEAT</th>
</tr>
</thead>
<tbody>
<tr>
<td>300 NM</td>
</tr>
<tr>
<td>&gt;35%</td>
</tr>
</tbody>
</table>

**NOISE FOOTPRINT**

up to 2.5x smaller footprint

**COMMUNITY NOISE**

<table>
<thead>
<tr>
<th>COMMUNITY NOISE LEVELS (EPNdB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q400</td>
</tr>
<tr>
<td>Stage 4</td>
</tr>
<tr>
<td>15.3 EPNdB margin</td>
</tr>
</tbody>
</table>

*70-seat competing regional jets
EXPANDED OPPORTUNITIES

BEST PERFORMER
The Q400 aircraft’s short airfield performance, modern avionics, superior climb profile and special operations capabilities (including RNP, steep approach, gravel and narrow runways) allow it to profitably operate out of the most challenging airports.

FASTER FLIGHT TIMES
The Q400 is 30% faster than conventional turboprops. With a maximum cruise speed of 360 knots, the aircraft can easily fly between Frankfurt and Paris in an hour. Its maximum range of 2,040 km (1,100 NM), coupled with its versatility, is also helping operators to replace and supplement jet routes, expanding their market opportunities.

UNMATCHED PRODUCTIVITY
Compared to conventional turboprops, the Q400’s higher capacity and speed allow it to accommodate at least one extra flight per day, resulting in the generation of 30% more ASKs (available seat kilometres). Its speed capability also allows it to maintain a jet-like schedule.
<table>
<thead>
<tr>
<th>Q SERIES</th>
<th>TECHNICAL SPECIFICATIONS</th>
</tr>
</thead>
</table>

### Q400

#### GENERAL

<table>
<thead>
<tr>
<th>Passengers</th>
<th>Cargo Passenger Configuration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capacity</td>
<td>Volume 411 ft.³ / 11.6 m³</td>
</tr>
<tr>
<td></td>
<td>Weight 3,800 lb. / 1,724 kg</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cargo Combi Configuration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume 1,150 ft.³ / 32.6 m³</td>
</tr>
<tr>
<td>Weight 9,000 lb. / 4,082 kg</td>
</tr>
</tbody>
</table>

#### WEIGHT

<table>
<thead>
<tr>
<th>Base</th>
<th>Max</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Takeoff Weight</td>
<td>61,700 lb. / 27,987 kg</td>
</tr>
<tr>
<td>Maximum Landing Weight</td>
<td>60,500 lb. / 27,442 kg</td>
</tr>
<tr>
<td>Maximum Zero Fuel Weight</td>
<td>55,500 lb. / 25,174 kg</td>
</tr>
</tbody>
</table>

| Maximum Takeoff Weight | 67,200 lb. / 30,481 kg |
| Maximum Landing Weight | 64,000 lb. / 29,029 kg |
| Maximum Zero Fuel Weight | 60,800 lb. / 27,578 kg |

#### PERFORMANCE

<table>
<thead>
<tr>
<th>Takeoff Field Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>ISA, SL, MTOW</td>
</tr>
<tr>
<td>4,265 ft. / 1,300 m</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Landing Field Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>ISA, SL, MLW</td>
</tr>
<tr>
<td>4,160 ft. / 1,268 m</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Takeoff Field Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>ISA, SL, MTOW</td>
</tr>
<tr>
<td>4,675 ft. / 1,425 m</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Landing Field Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>ISA, SL, MLW</td>
</tr>
<tr>
<td>4,230 ft. / 1,289 m</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>(225 lb. / 102 kg per pax.)</td>
</tr>
<tr>
<td>1,100 NM</td>
</tr>
<tr>
<td>1,265 SM</td>
</tr>
<tr>
<td>2,040 km</td>
</tr>
</tbody>
</table>

#### ENGINE

<table>
<thead>
<tr>
<th>Type</th>
<th>Propellers</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 PW150A turboprops</td>
<td>2 Dowty model R408, electronically controlled, 6 composite blades</td>
</tr>
</tbody>
</table>

| Maximum Power | 5,071 shp / 3,781 kW |
| Flat Rating   | ISA + 22.4°C |

#### SPEED

| Maximum Cruise Speed | 360 kts / 414 mph / 667 km/h |
| Intermediate Speed | 320 kts / 368 mph / 593 km/h |
| High-Speed Cruise   | 340 kts / 391 mph / 630 km/h |
| Long-Range Cruise Speed | 300 kts / 345 mph / 556 km/h |

#### ADVANCED COCKPIT FEATURES

- Thales System with five-screen EFIS/EICAS
- Runway slopes up to 4.6%
- UNS-1E FMS (single or dual)
- Operations at airports up to 14,000 ft (4,267 m)
- Traffic alert & collision avoidance system (TCAS) v7.1
- Unpaved runway operations
- Steep approach
- Capabilities: Coupled VNAV, SBAS/WAAS LPV, RNP AR, ADS-B Out, EGPWS, ACARS, HGS, MicroQAR, Class 2 EFB
- Cold weather operations (-54°C)
- Drop-down oxygen system
- FL270 ceiling

Some features are optional.
Q SERIES
TECHNICAL SPECIFICATIONS

RANGE MAPS

Up to 1,100 NM

Americas | Chicago | ORD

Europe | Paris | CDG

Asia Pacific | Hong Kong | HKG

Middle East | Dubai | DXB

DIMENSIONS

Length 107 ft. 9 in. / 32.8 m
Wing Area 689 ft.² / 64 m²
Height 27 ft. 5 in. / 8.4 m
Wingspan 93 ft. 3 in. / 28.4 m
Fuselage Diameter 8 ft. 10 in. / 2.7 m

Q SERIES
TECHNICAL SPECIFICATIONS

Fuselage Maximum Diameter

Maximum range

Up to 1,100 NM

Maximum range

Maximum range

Maximum range

Maximum range

Maximum range

Maximum range

Maximum range

Maximum range

Maximum range

Maximum range
Q SERIES
TECHNICAL SPECIFICATIONS

CABIN CONFIGURATIONS

Combi

- Seats: 50
- Seat pitch: 32 in.

Dual Class

- Seats: 74
- Seat pitch: 36 in. | 30 in.

Single Class

- Seats: 82
- Seat pitch: 30 in.

Extra Capacity

- Seats: 90
- Seat pitch: 28 in.

A Flight Attendant
B Baggage/Cargo Area
G Galley
L Lavatory
W Wardrobe

Q SERIES
TECHNICAL SPECIFICATIONS

CROSS-SECTIONS

Business Class

A Width 20.0 in. / 0.51 m
B Width 17.3 in. / 0.44 m

Economy Class
Our goal is to give you the advantage over your competition. With The Bombardier FlightAdvantage, you'll work alongside the team that knows your aircraft best. You'll benefit from our expertise, experience and passion. It’s world-class support, worldwide.
THE BOMBARDIER FLIGHTADVANTAGE

Supporting more than 2,700 aircraft that carry more than 200 million passengers annually is not a responsibility we take lightly.

That’s why our Customer Services team has been assembled from the outside in, built with a customer-first mentality that is focused on providing you with an advantage over your competitors.

Our purpose is to demonstrate the unparalleled value of our offerings and the advantages of trusting in us to get the job done. Our promise is to utilize our world-class experience, skills and support to provide a customer-first experience every day. Our aim is to offer services so trustworthy, professional and familiar that we become your #1 choice, every time.

Our comprehensive service offerings include:
• 24/7 worldwide support
• Dedicated online customer service portals
• Customer Response Centres
• 10 regional offices for localized support
• 11 parts locations
• 3 Bombardier Service Centres and 8 Authorized Service Facilities (ASF)
• 16 training locations and 28 flight simulators
• Optimized aircraft performance programs
• Rigorous maintenance operations programs
• Cost-per-flight-hour protection

OUR BUSINESS STREAMS

SUPPORT
Our support extends across borders and time zones, giving you 24/7 access to specialists based at our Customer Response Centres in Toronto and Mirabel. Our Regional Support and Technical Services teams provide complimentary care with options built around your needs. Our specialized services also ensure the efficient introduction of new aircraft to your fleet.

MAINTENANCE
Wherever your aircraft fly, our global maintenance network delivers quality non-stop care, both at our wholly owned Service Centres and dedicated Authorized Service Facilities around the world. At these strategically located sites, our experts provide you with maintenance repair and overhaul services that are geared towards getting your aircraft back in the air.

MATERIAL
We know it’s vital to get the parts you need when you need them. Our support means fast, reliable, cost-effective delivery of essential aircraft parts. Our global network is made up of 12 parts facilities with a strategically placed inventory that allows us to ship parts 24/7. Our Component Programs offer cost-effective parts, solutions and cost-per-flight-hour protection tailored to meet the demands of your operations.

TRAINING
Our team is committed to providing you with world-class training to support our global fleet of commercial aircraft. Through our Bombardier Aircraft Training (BAT) centre and numerous Authorized Training Providers (ATPs), we offer global, specialized and tailored training. We deliver an incomparable Entry-Into-Service (EIS) experience, while also providing long-term, life-cycle training for the life of your aircraft.