



DE HAVILLAND AIRCRAFT  
OF CANADA LIMITED



# CARGO SOLUTIONS

## DASH 8-400

Building on the popularity of the Dash 8-400 as a passenger aircraft, De Havilland Canada (DHC) introduces a series of freighter options to better serve the expanding cargo market.

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## DISCOVER THE DASH 8-400 FREIGHTER

Now, Dash 8-400 owners can easily extend the use of their aircraft and enhance overall value throughout their life cycles. The Dash 8-400 is known for its high revenue-generating capabilities and low unit cost of operation as much as for its rugged design and exceptional performance and reliability.

### Why the Dash 8-400 Freighter?



**Cargo market is growing**



**Asset value is in range**



**Conversion solutions are available**

#### PLUS — The Built-in Values of the Dash 8-400

- Outstanding airfield accessibility
- Hot & high performance
- Range capability up to 1,640 nm
- Operation (no tipping concern)
- Obsolescence protected
- Low operating costs
- Long structural life
- ICAO Ch. 14 noise standard
- Low CO<sub>2</sub> emissions
- Great maintainability & reliability
- Global support infrastructure



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# VERSATILITY FOR YOUR BUSINESS MODELS

From light e-commerce packages to bulky car parts and everything in between, cargo needs to be transported to and from small communities.

In times like those faced during the COVID-19 pandemic, the demand for supplies in remote locations becomes even more critical. The Dash 8-400 rises to this challenge, whereas larger freighters can be impractical if not outright prohibitively uneconomical. DHC is perfectly positioned to offer all cargo solutions through original equipment manufacturer (OEM) Service Bulletins approved by Transport Canada. From complete kit installation to on-site support, DHC is ready to provide a wide range of OEM support as desired by our customers.

REVENUE EXPANSION



## QUICK CHANGE - QC

- Reversible all-passenger or all-cargo configurations
- Conversion possible in under five hours

REVENUE OPTIMIZATION



## CARGO COMBI - CC

- Mixed passenger and cargo operation
- Separate compartments for quick turnaround

E-COMMERCE EXPRESS



## PACKAGE FREIGHTER - PF

- Over 10 tonnes capacity
- Bulk loading from five access doors

CONTAINERS & PALLETS



## FREIGHTER WITH LARGE CARGO DOOR - F-LCD

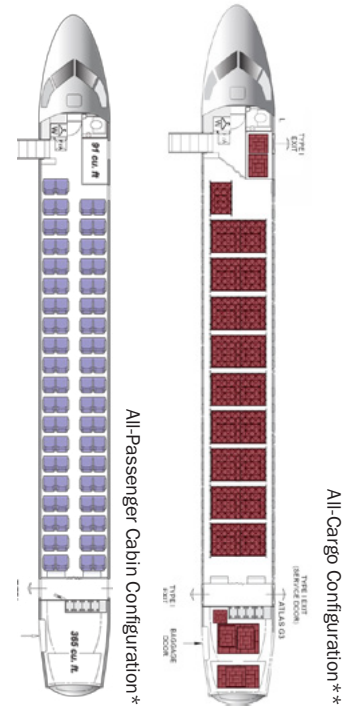
- Cargo loading system
- Up to nine LD3 containers, plus miscellaneous cargo



# Quick Change Dash 8-400 QC

The quick change solution is a revenue expansion model that offers flexibility to convert the Dash 8-400 between all-passenger and all-cargo configuration.

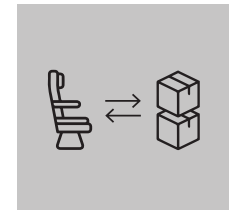
Operators can combine two distinctive income streams into one, significantly expanding their revenue base. The short time required to switch from one configuration to the other allows operators to match market dynamics swiftly. By installing a new smoke detection system in the cabin to convert it into a Class E compartment, no attendants are required in the cabin for cargo flights.



## → Dash 8-400 QC Expands Revenue Potential and Enhances Utilization



New Smoke Detector



Reversible in 4-5 hours



### PAYLOAD

Up to 9.2 T /  
20,310 lb



### VOLUME

Up to 52.8 m<sup>3</sup> /  
1,867 ft<sup>3</sup>



### RANGE

\*ALL PASSENGER: up to 1,100 nm  
\*\*ALL CARGO: up to 1,600 nm



### COMPARTMENT

'E' Class



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## Cargo Combi Dash 8-400 CC

The Dash 8-400 Cargo Combi is a mixed revenue model that offers another level of flexibility by combining passenger and cargo transport at the same time.

Up to 68 passenger seats in the forward cabin and an extended Class “C” cargo compartment in the aft fuselage. In addition to checked baggage, there is ample space in the cargo compartment for freight thanks to the logical layout of the Dash 8-400 that facilitates the Cargo Combi configuration. The two pressurized compartments are separated by a bulkhead and operated independently, with simultaneous passenger boarding and cargo loading at opposite ends of the aircraft. The Cargo Combi configuration is ideal for operation on point-to-point markets in small communities where cargo supplies are as important as passenger transport.

**Note:** Cargo Combi production-certified retrofit is subject to launch.



### SEATS

Up to 68  
Passengers



### CARGO

Up to 2.6 T /  
5,750 lb



### VOLUME

Up to 23.5 m<sup>3</sup> /  
828 ft<sup>3</sup>



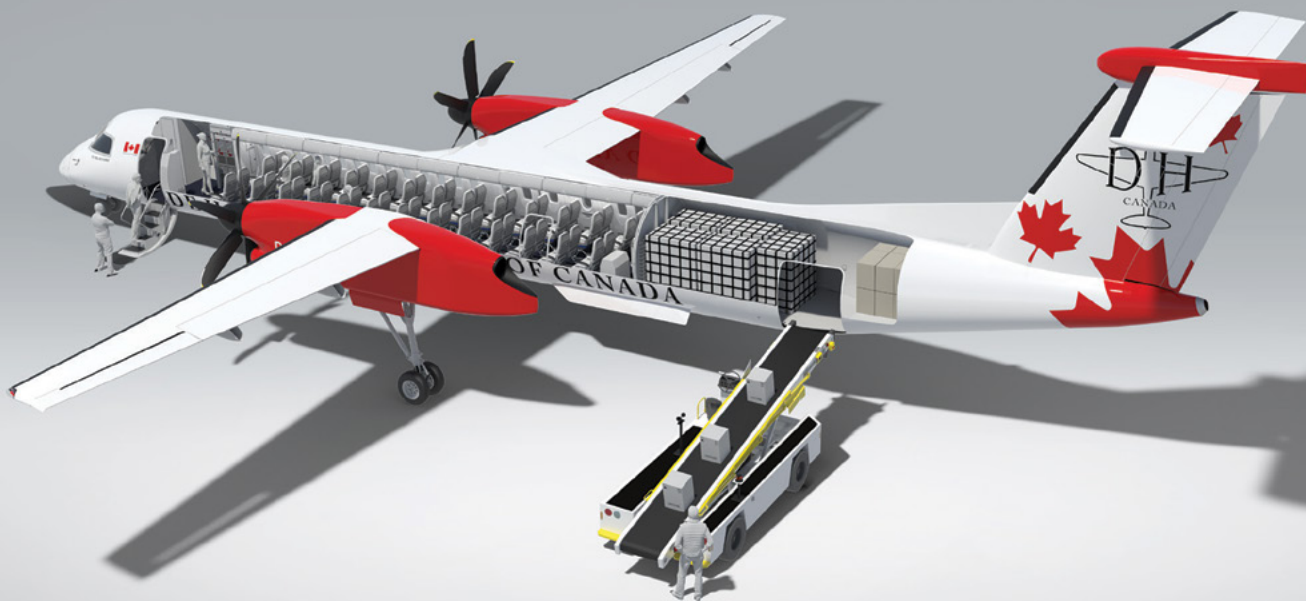
### RANGE

Up to 1,245 nm



### COMPARTMENT

‘C’ Class

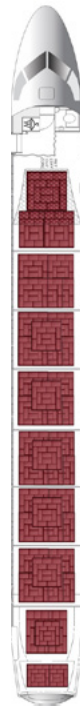




## Package Freighter Dash 8-400 PF

The Dash 8-400 Package Freighter allows bulk loading of various sizes of cargo, such as e-commerce packages.

There are nine distinct loading zones with eight radial spider nets providing tie-down and restraint functions. The primary cargo access door is in the same position as the aft LHS baggage compartment door in all Dash 8-400 aircraft, and there are four additional access doors (one at the front and one at the back on each side of the aircraft) to facilitate quick loading and unloading of cargo. It is ideal for the transportation of e-commerce packages. An optional Cargo Loading System is also available for palletized cargo.



### PAYLOAD

Up to 10.2 T /  
22,500 lb



### VOLUME

Up to 79.3 m<sup>3</sup> /  
2,800 ft<sup>3</sup>



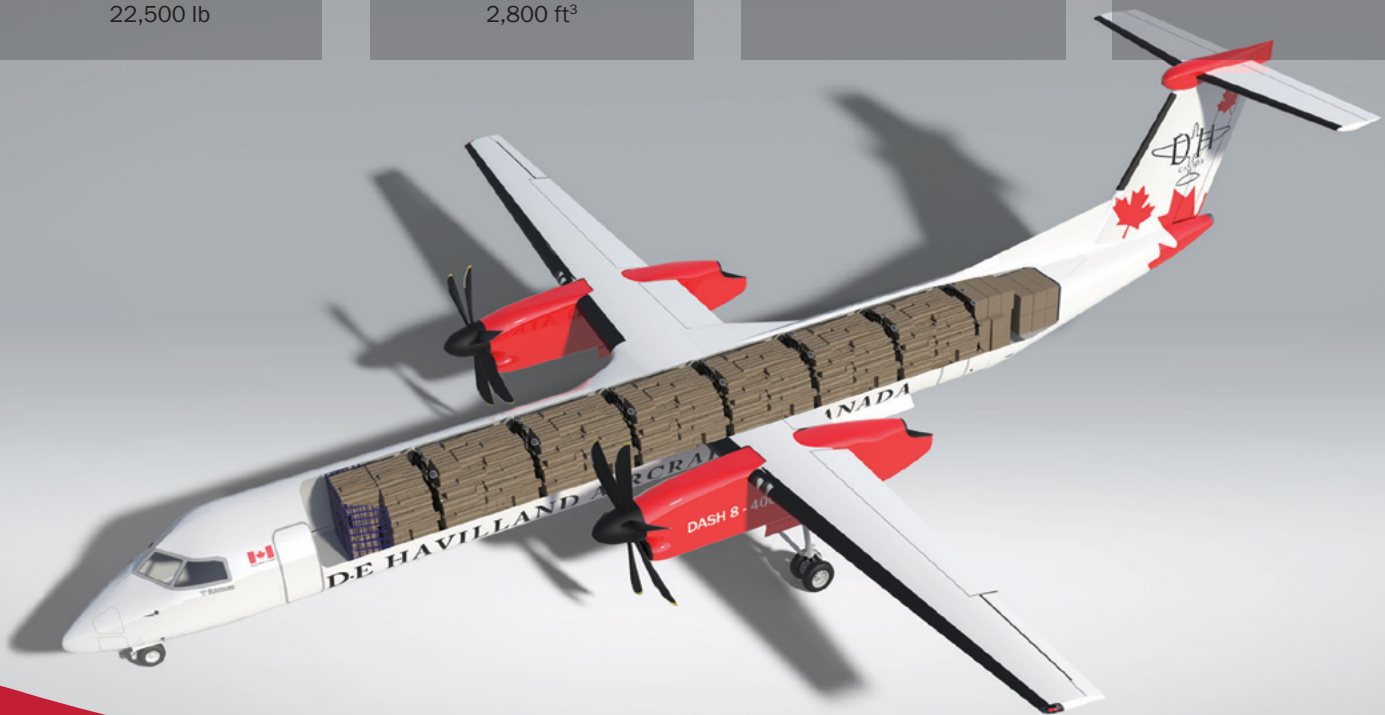
### RANGE

Up to 1,555 nm

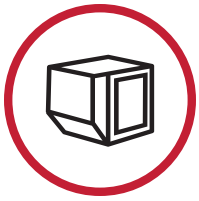


### COMPARTMENT

'E' Class



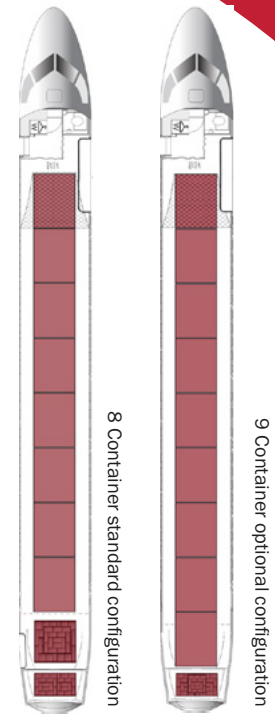
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## Full Freighter with Large Cargo Door Dash 8-400 F-LCD

The Dash 8-400 Package Freighter can be equipped with a large cargo door (LCD) and a cargo loading system to provide a containerized cargo model that facilitates the transport of unit load device (ULD) pallets or containers.

With the LCD measuring 107" x 71.5" (2.7m x 1.8m), the Dash 8-400 is equipped to handle typical containers such as LD1, LD2, LD3, and LD4. For example, it can carry as many as nine LD3 containers. This allows interline transfer of containers from other aircraft in the network. It is ideal for hub-and-spoke network carriers as well as major logistics operators.



### PAYLOAD

Up to 9.7 T /  
21,400 lb



### VOLUME

Up to 79.3 m<sup>3</sup> /  
2,800 ft<sup>3</sup>



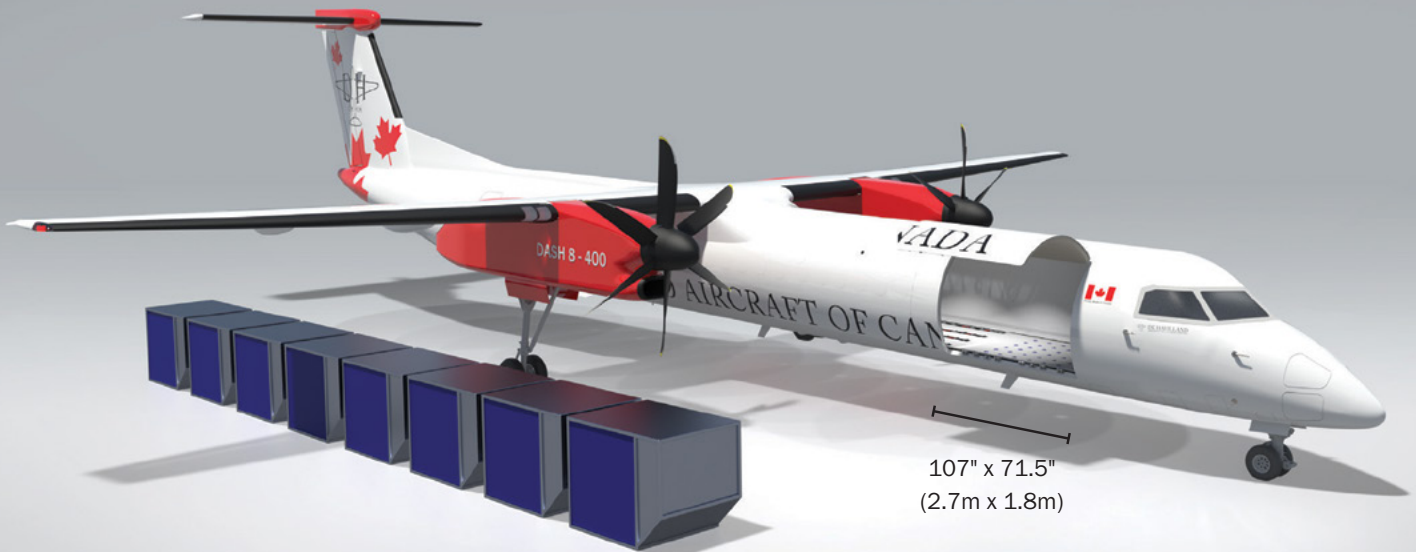
### RANGE

Up to 1,640 nm



### COMPARTMENT

'E' Class



# SPECIFICATIONS

<b>CONFIGURATION</b>	<b>Quick Change</b> (Dash 8-400 QC)	<b>Cargo Combi</b> (Dash 8-400 CC)	<b>Package Freighter</b> (Dash 8-400 PF)	<b>Freighter With Large Cargo Door</b> (Dash 8-400 F-LCD)
<b>Passenger</b>	Current configuration	Up to 68 seats	N/A	N/A
<b>Cargo Weight (Tonne)</b>	9.2	2.6	10.2	9.7
<b>Cargo Volume (m<sup>3</sup>)</b>	52.8	23.5	79.3	79.3
<b>Cargo Weight (lb)</b>	20,310	5,750	22,500	21,400
<b>Cargo Volume (ft<sup>3</sup>)</b>	1,867	828	2,800	2,800
<b>Cargo Compartment</b>	Class E	Class C	Class E	Class E
<b>LD3 Container</b>	N/A	N/A	N/A	Up to 9
<b>Range<sup>A</sup></b>	Cargo: 1,600 nm Passenger: 1,100 nm <sup>B</sup>	1,245 nm <sup>C</sup>	1,555 nm	1,640 nm <sup>D</sup>

## NOSE-TO-TAIL SUPPORT SOLUTION

An OEM solution to aircraft modification always offers incremental advantages over a third party Supplemental Type Certificate (STC) solution. From a certification standpoint, De Havilland Canada has accumulated engineering experience since the original design of the Dash 8-400 aircraft and has worked with aviation authorities on many certification processes. From a support and services standpoint, it is in De Havilland Canada's utmost interest to ensure that – in addition to the modification – the entire aircraft is well-supported throughout its life cycle. Any De Havilland Canada modification solution will be well-designed, tested, and certified to ensure full integration with the rest of the aircraft system.

<sup>A</sup> Assumptions: cargo density @ 6 lb/ft<sup>3</sup> (96 kg/m<sup>3</sup>), still air range, ISA en-route temperature, 100 nm diversion, 45 min hold at 15,000 ft, 5% flight fuel contingency

<sup>B</sup> Based on 74-seat configuration

<sup>C</sup> Based on 50-seat configuration

<sup>D</sup> Based on eight LD3 containers plus miscellaneous cargo

All cargo conversions are dependent on the existing aircraft configuration and are subject to a Pricing & Offerability Assessment. Conversions include the Service Bulletin and Kit. Installation by De Havilland Canada personnel, affiliates, or Authorized Service Facilities is subject to availability and shall be assessed upon request.

Contact De Havilland Canada for additional details.



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