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**SECTION 1 - GENERAL (ALL MODELS)**

1. Data Sheet No: A.036
2. Airworthiness Category: Large Aeroplanes
3. Performance Category: A
4. Certifying Authority: EASA
5. Type Certificate Holder: Fokker Services b.v.  
P.O. Box 231  
2150 AE Nieuw-Vennep – THE NETHERLANDS
6. Manufacturer: Fokker Aircraft
7. ETOPS: Not applicable.

**NOTES**

- The contents of this TCDS is based on the following documents previously issued and approved by the CAA-NL:

<b>TCDS No.:</b>	<b>Issue:</b>	<b>Issue date:</b>	<b>Models:</b>
A22F	12	June 5/96	F27 Mark 100 thru 700
T-050-87	8	November 17, 2002	F27 Mark 050/0502/0604

- Documents or parts of documents referred to in this TCDS as “RLD approved”, may have also been published as “CAA-NL approved” or “EASA approved”.
- CAA-NL / RLD TC No’s A22F and T-050-87 remain valid references for models certified before September 28, 2003.

## **SECTION 2 - F27 "FRIENDSHIP" SERIES**

### **I. Model**

**F27 Mark 100**, approved October 29, 1957,

**F27 Mark 200, 300, 400, 600 and 700**, approved May 25, 1965.

F27 Mark 200 same as F27 Mark 100 except for engine installation.

F27 Mark 300 same as F27 Mark 100 except for large forward cargo door and all-metal cargo floor in cabin.

F27 Mark 400 same as F27 Mark 200 except for large forward cargo door and all-metal cargo floor in cabin.

F27 Mark 600 same as F27 Mark 200 except for large forward cargo door.

F27 Mark 700 same as F27 Mark 100 except for large forward cargo door.

#### Engines

F27 Mark 100, 300 and 700:

2 Rolls-Royce Dart 511, Dart 511-7E or Dart 514-7.

Reduction gearing 0.086 : 1.

F27 Mark 200, 400 and 600:

2 Rolls-Royce Dart 528, Dart 528-7E, Dart 532-7, Dart 532-7R, Dart 535-7, Dart 535-7R,  
Dart 536-7, Dart 536-7P, Dart 536-7R, Dart 551-7R or Dart 552-7R.

Reduction gearing 0.093 : 1.

#### C.C. Range

Refer to the RLD approved Flight Manual or Airplane Flight Manual for the applicable aircraft serial number.

#### Maximum weights

##### Take-off:

35,700 lb (16,200 kg)

37,500 lb (17,010 kg) When modified in accordance with RLD approved Fokker F27 Service Bulletins D-16 and D-17.

39,000 lb (17,690 kg) For Mk.100, 300 and 700 aircraft equipped with Dart 511 or 511-7E engines, when modified in accordance with RLD approved Fokker F27 Service Bulletins D-16, D-17 and D-40

40,500 lb (18,370 kg) For Mk.100, 300 and 700 aircraft equipped with Dart 514-7 engines and modified in accordance with RLD approved Fokker F27 Service Bulletins D-16, D-17, D-40 and D-64.

42,000 lb (19,050 kg) For Mk.200, 400 and 600 aircraft when modified in accordance with RLD approved Fokker F27 Service Bulletins D-16, D-17 and D-41.

43,500 lb (19,730 kg) For Mk.200, 400 and 600 aircraft equipped with Dart 532-7 engines and modified in accordance with RLD approved Fokker F27 Service Bulletins B-158 and D-71.

45,000 lb (20,410 kg) For Mk.200, 400 and 600 aircraft equipped with Dart 532-7, 532-7R, 535-7, 535-7R, 536-7, 536-7P, 536-7R, 551-R and 552-7R engines and modified in accordance with RLD approved Fokker F27 Service Bulletin 51-26.

Landing:

- 34,000 lb (15,430 kg)
- 37,500 lb (17,010 kg) When modified in accordance with RLD approved Fokker F27 Service Bulletins D-16 and D-17.
- 40,000 lb (18,150 kg) When modified in accordance with RLD approved Fokker F27 Service Bulletins D-16 and D-17, D-41 (Mk.200, 400 and 600) or D-40 plus D-64 (Mk.100, 300 and 700), D-65 and B-148.
- 41,000 lb (18,600 kg) For Mk.200, 400 and 600 aircraft when further modified in accordance with RLD approved Fokker F27 Service Bulletin 54-32.
- 43,500 lb (19,730 kg) For Mk.400 and 600 aircraft when modified in accordance with RLD approved Fokker F27 Service Bulletin 51-31.

Zero fuel, oil and water/methanol:

- 32,400 lb (14,700 kg)
- 34,900 lb (15,830 kg) For Mk.100, 300 and 700 aircraft with original small fuel tanks when modified in accordance with RLD approved Fokker F27 Service Bulletins D-16 and D-17.
- 35,200 lb (15,970 kg) For Mk.100, 300 and 700 aircraft with enlarged fuel tanks, when modified in accordance with RLD approved Fokker F27 Service Bulletins D-16 and D-17.
- 35,700 lb (16,200 kg) For Mk.200, 400 and 600 aircraft, when modified in accordance with RLD approved Fokker F27 Service Bulletins D-16 and D-17.
- 37,500 lb (17,010 kg) For Mk.100, 200, 300, 400, 600 and 700 aircraft, when modified in accordance with RLD approved Fokker F27 Service Bulletin B 159.
- 39,500 lb (17,920 kg) For Mk.200, 400 and 600 aircraft, when modified in accordance with RLD approved Fokker F27 Service Bulletin 51-30.

Maximum passengers

48 (CAR 4b-362(c)) (See Section III - NOTE 4 regarding approved interior arrangements).

Maximum baggage

	Compartment	Station (in.)	Capacity (lb)	Maximum floor Loading (lb/ft <sup>2</sup> )	C.G. (in.)
Mk.100, 200, 600, 700	Forward	161 - 230	2,630	135	199.1
	20" gangway	161 - 263	4,000	135	217.6
	Aft	647 - 691	1,120	100	669.3
Mk.300, 400 Mk.600, 700 (with Mallison floors)	(no gangway)	161 - 304	15,980	100	406.4
		304 - 446		140	
		446 - 691		100	

### Serial numbers eligible

10102, 10105 thru 10116, 10118 thru 10127, 10131 thru 10340, 10342 thru 10363, 10368, 10385 thru 10388, 10391 thru 10396, 10399 thru 10416, 10418 thru 10424, 10429, 10430, 10432, 10433, 10435 thru 10446, 10450 thru 10454, 10457, 10458, 10462, 10469, 10473 thru 10502, 10504, 10505, 10507 thru 10521, 10523, 10526, 10527, 10529, 10535 thru 10538, 10540 thru 10549, 10553 thru 10557, 10559, 10561 thru 10569, 10571 thru 10595, 10599 thru 10602, 10612, 10616, 10619 thru 10622, 10635, 10636, 10638, 10640, 10644 thru 10653, 10655, 10656, 10662, 10663, 10665, 10666, 10668, 10670, 10673 thru 10676, 10689.

### NOTE:

Eligible Alternate Engine Installations.

F27 Mark 100, 300 and 700 (basic with Dart 511 engines) are eligible for the:

- Dart 511-7E installation when modified in accordance with RLD approved Fokker F27 Service Bulletin N-5.
- Dart 514-7 installation when modified in accordance with RLD approved Fokker F27 Service Bulletins N-5, E-23, N-21 and H-29.

F27 Mark 200, 400 and 600 (basic with Dart 528 engine) are eligible for the:

- Dart 528-7E installation when modified in accordance with RLD approved Fokker F27 Service Bulletin N-11.
- Dart 532-7 installation when modified in accordance with RLD approved Fokker F27 Service Bulletins N-11, E-29 and H-29.
- Dart 532-7R installation when modified in accordance with RLD approved Fokker F27 Service Bulletins N-11, E-29, H-29 and 71-23.
- Dart 536-7R installation when modified in accordance with RLD approved Fokker F27 Service Bulletins N-11, E-29, H-29, 71-23 and 71-26.
- Dart 535-7R installation when modified in accordance with RLD approved Fokker F27 Service Bulletin 71-30.
- Dart 535-7 installation when modified in accordance with RLD approved Fokker F27 Service Bulletin 71-31.
- Dart 536-7 installation when modified in accordance with RLD approved Fokker F27 Service Bulletin 71-29.
- Dart 536-7P installation when modified in accordance with RLD approved Fokker F27 Service Bulletin 71-36.
- Dart 551-7R installation when modified in accordance with RLD approved Fokker F27 Service Bulletin 71-34.
- Dart 552-7R installation when modified in accordance with RLD approved Fokker F27 Service Bulletin 71-42.

### III. Model

**F27 Mark 500**, approved 17 May 1968.

F27 Mark 500 same as Mark 200 or Mark 600 except for stretched fuselage.

#### Engine

2 Rolls-Royce Dart 532-7, Dart 532-7R, Dart 536-7R, Dart 535-7R, Dart 535-7, Dart 536-7, Dart 536-7P, Dart 551-7R or Dart 552-7R.

Reduction gearing 0.093 : 1.

#### C.G. Range

Refer to the RLD approved Flight Manual or Airplane Flight Manual for the applicable aircraft serial number.

#### Maximum weights

##### Take-off:

43,500 lb (19,730 kg)

45,000 lb (20,410 kg) When modified in accordance with RLD approved Fokker F27 Service Bulletin 53-89.

45,900 lb (20,820 kg) When modified in accordance with RLD approved Fokker F27 Service Bulletin 51-28 or 51-35.

##### Landing:

41,000 lb (18,600 kg)

42,000 lb (19,050 kg) When modified in accordance with RLD approved Fokker F27 Service Bulletin 51-25.

43,500 lb (19,730 kg) When modified in accordance with RLD approved Fokker F27 Service Bulletin 51-32.

##### Zero fuel, oil and W/M:

38,500 lb (17,460 kg)

39,500 lb (17,920 kg) When modified in accordance with RLD approved Fokker F27 Service Bulletin 51-25.

40,200 lb (18,230 kg) When modified in accordance with RLD approved Fokker F27 Service Bulletin 51-35.

#### Maximum passengers

59 (CAR 4b.362(c)) (See Section III - NOTE 4 regarding approved interior arrangements).

Maximum baggage

Compartment	Station (in.)	Capacity (lb)	Maximum floor Loading (lb/ft <sup>2</sup> )	C.G. (in.)
Forward	161-230	2,600	135	199.1
20" gangway	161-263	3,400	135	217.6
Aft	647-691	1,120	100	728.4

Serial numbers eligible

10341,10364 thru 10367, 10369 thru 10384, 10389, 10390, 10397, 10398, 10417, 10425 thru 10428, 10431, 10434, 10447 thru 10449, 10455, 10456, 10459 thru 10461, 10463, 10464, 10467, 10468, 10470 thru 10472, 10503, 10522, 10524, 10525, 10530 thru 10534, 10539, 10550 thru 10552, 10558, 10560, 10570, 10596 thru 10598, 10603 thru 10611, 10613 thru 10615, 10617, 10618, 10623 thru 10634, 10637, 10639, 10641, 10642, 10643, 10654, 10657 thru 10661, 10664, 10667, 10669, 10671, 10672, 10677 thru 10684, 10686, 10687, 10690 thru 10692.

NOTE: Eligible Alternate Engine Installations.

- Dart 532-7R when modified in accordance with RLD approved Fokker Service Bulletin 71-23.
- Dart 536-7R when modified in accordance with RLD approved Fokker Service Bulletin 71-26.
- Dart 535-7R when modified in accordance with RLD approved Fokker F27 Service Bulletin 71-30.
- Dart 537-7 when modified in accordance with RLD approved Fokker F27 Service Bulletin 71-31.
- Dart 536-7 when modified in accordance with RLD approved Fokker F27 Service Bulletin 71-29.
- Dart 536-7P when modified in accordance with RLD approved Fokker F27 Service Bulletin 71-36.
- Dart 551-7R when modified in accordance with RLD approved Fokker F27 Service Bulletin 71-34.
- Dart 552-7R when modified in accordance with RD approved Fokker F27 Service Bulletin 71-42.

#### **IV. Data pertinent to models F27 Mark 100, 200, 300, 400, 500, 600 and 700**

##### Type Certificate Application Date

Information on the date on which application for Type Certification was originally submitted is not available. For reference a realistic artificial application date has been established: September 11, 1956.

##### Airspeed Limits

Refer to the RLD approved Flight Manual or Airplane Flight Manual for the applicable aircraft serial number.

##### Fuel specification

Eligible engine fuels and additives are listed in Rolls-Royce Ltd. Operating Instructions see publication F-Da6-FoF or F-Da7-FoF.

##### Fuel capacity

972 U.S. gal. (total) of usable fuel in two wing tanks of 475.5 U.S. gal. each and in two collector tanks of 13.4 U.S. gal. each.

1357 U.S. gal. (total) of usable fuel in two wing tanks of 665 U.S. gal. each and two collector tanks of 13.4 U.S. gal. each, when modified in accordance with RLD approved Fokker F27 Modification Bulletin No. 2.

See Section III - NOTE 1 (b) for unusable fuel.

##### Water/Methanol

See Rolls-Royce Specification APE-1-W/M, latest issue.

##### Water/Methanol capacity

80 U.S. gal. (total), in two nacelle tanks of 40 U.S. gal. each.  
or 106.8 U.S. gal. (total), when modified in accordance with RLD approved Service Bulletin 82-18.

##### Oil (Engine and Accessory Gearbox)

Eligible engine oils are listed in Rolls-Royce Ltd. Operating Instructions see publication F-Da6-FoF or F-Da7-FoF.

##### Oil capacity

8 U.S. gal. (total) in two engine tanks of 4 U.S. gal. each.  
See Section III - NOTE 1 (b) for system oil.

Engine Limitations

	Shaft Horsepower (shp)	Jet Thrust (lb)	Engine Speed (rpm)	Max. Permiss. JPT/TGT (°C)
<u>Dart 511</u>				
WET Take-off (5 min.)	1570	365	14,500	595 JPT
DRY Take-off ( " )	1535	355	14,500	580 JPT
Max. Continuous	1535	355	14,500	580 JPT
Starting (Momentary)	--	--	--	640 JPT
<u>Dart 511-7E</u>				
WET Take-off (5 min.)	1570	365	14,500	595 JPT
DRY Take-off ( " )	1535	355	14,500	595 JPT
Max. Continuous	1535	355	14,500	625 JPT
Starting (Momentary)	--	--	--	640 JPT
<u>Dart 514-7</u>				
WET Take-off (5 min.)	1670	385	14,500	600 JPT
DRY Take-off ( " )	1535	355	14,500	595 JPT
Max. Continuous	1535	355	14,500	650 JPT
Starting (Momentary)	--	--	--	640 JPT
<u>Dart 528</u>				
WET Take-off (5 min.)	1870	495	15,000	810 TGT
DRY Take-off ( " )	1835	485	15,000	780 TGT
Max. Continuous	1835	485	15,000	780 TGT
Starting (Momentary)	--	--	--	930 TGT
<u>Dart 528-7E</u>				
WET Take-off (5 min.)	1870	495	15,000	860 TGT
DRY Take-off ( " )	1835	485	15,000	810 TGT
Max. Continuous	1835	485	15,000	850 TGT
Starting (Momentary)	--	--	--	930 TGT
<u>Dart 532-7</u>				
WET Take-off (5 min.)	1990	514	15,000	860 TGT
DRY Take-off ( " )	1835	479	15,000	810 TGT
Max. Continuous	1835	479	15,000	850 TGT
Starting (Momentary)	--	--	--	930 TGT
<u>Dart 532-7R</u>				
WET Take-off (5 min.)	2080	532	15,000	905 TGT
DRY Take-off ( " )	1835	479	15,000	810 TGT
Max. Continuous	1835	479	15,000	885 TGT
Starting (Momentary)	--	--	--	930 TGT
<u>Dart 536-7P</u>				
WET Take-off (5 min.)	1990	514	15,000	940 TGT
DRY Take-off ( " )	1835	479	15,000	810 TGT
Intermediate Contingency	2030	485	15,000	935 TGT
Starting (Momentary)	--	--	--	930 TGT
<u>Dart 536-7R</u>				
WET Take-off (5 min.)	2080	532	15,000	905 TGT
DRY Take-off ( " )	1835	479	15,000	810 TGT
Intermediate Contingency	2030	487	15,000	935 TGT
Starting (Momentary)	--	--	--	930 TGT

Engine Limitations (cont'd)

	Shaft Horsepower (shp)	Jet Thrust (lb)	Engine Speed (rpm)	Max. Permiss. JPT/TGT (°C)
<u>Dart 535-7R</u>				
WET Take-off (5 min.)	2080	532	15,000	920 TGT
DRY Take-off ( " )	1835	479	15,000	810 TGT
Max. Continuous	2030	487	15,000	920 TGT
Starting (Momentary)	--	--	--	930 TGT
<u>Dart 535-7</u>				
WET Take-off (5 min.)	2170	550	15,000	920 TGT
DRY Take-off ( " )	1835	479	15,000	810 TGT
Max. Continuous	2030	487	15,000	920 TGT
Starting (Momentary)	--	--	--	930 TGT
<u>Dart 536-7</u>				
WET Take-off (5 min.)	2170	550	15,000	920 TGT
DRY Take-off ( " )	1835	479	15,000	810 TGT
Intermediate Contingency	2030	487	15,000	935 TGT
Starting (Momentary)	--	--	--	930 TGT
<u>Dart 551-7R</u>				
WET Take-off (5 min.)	2136	457	15,000	940 TGT
DRY Take-off ( " )	2164	455	15,000	910 TGT
Max. Continuous	2164	455	15,000	930 TGT
Starting (Momentary)	--	--	--	930 TGT
<u>Dart 552-7R</u>				
WET Take-off (5 min.)	2180	511	15,000	930 TGT
DRY Take-off ( " )	2167	508	15,000	900 TGT
Max. Continuous	2167	508	15,000	920 TGT
Starting (Momentary)	--	--	--	930 TGT

### Propeller and Propeller limits

Dart 511, 511-7E, 514-7: 2 Dowty Rotol Model (c) R175/4-30-4/13E with 4 RA.25899 blades each.  
Diameter 12.0 ft. (nominal)  
- Minimum allowable for repairs 11'9.75"  
- No further reduction permitted.

Pitch settings at 0.7 radius

- Ground fine pitch 0°
- Flight fine pitch + 20°48'
- Feathered + 83°

R.p.m. limit (max. 20 sec.) 17,000

- Avoid all continuous operation below 7,000 rpm.

Dart 528, 528-7E, 532-7, 532-7R, 536-7P, 536-7R, 535-7R:

2 Dowty Rotol Model (c) R193/4-30-4/50 or /61 with 4 RA.25907 blades each, or /63 with 4 660208304 blades each, or /65 with 4 601023450 blades each.

Diameter 11.5 ft. (nominal)

- Minimum allowable for repairs 11'4.35"

Pitch settings at 0.7 radius

- Ground fine pitch 0°
- Flight fine pitch 20°
- Cruise pitch 32°
- Feathered 87°

R.p.m. limit (max. 20 sec.) 17,000

- Avoid all continuous operation below 7,000 rpm.

Note: on 536-7R engine, 2 Dowty Rotol Model (c) R193/4-30-4/64 with 4 RA. 25907 blades each, may be used.

Dart 535-7, 536-7, 551-7R, 552-7R:

2 Dowty Rotol Model (c) R193/4-30-4/65 with 4 RA.601023450 blades each.

Diameter 11.5 ft. (nominal)

- Minimum allowable for repairs 11'4.35"

Pitch settings at 0,7 radius

- Ground fine pitch 0°
- Flight fine pitch 20°
- Cruise pitch 32°
- Feathered 87°

R.p.m. limit (max. 20 sec.) 17,000

- Avoid all continuous operation below 7,000 rpm.

For the 551-7R engine avoid all continuous operation between 13,000 and 13,400 rpm.

Minimum crew

One pilot and one co-pilot or flight engineer.

Levelling means

Pins for installing a levelling instrument are located on the left-hand side of the fuselage.

Maximum approved operating altitude

25,000 ft.

Other operating limitations

The aircraft must be operated in accordance with the RLD approved F27 Flight Manual or Airplane Flight Manual issued for the applicable aircraft serial number

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### Certification basis

U.S. CAR Part 4b effective December 31, 1953, including Amendment 4b-1, Amendment 4b-2 Items 1 and 48, Amendment 4b-3 Items 21 through 33 and Item 39, Amendment 4b-7, Amendment 4b-8 Items 9, 21 and 22, SR-422B effective July 9, 1959, Sections 4T.110 through 4T.123 and 4T.743, and the Special Conditions contained in the Annex to letter from RLD no. LI/13880 dated August 6, 1958.

Compliance with the optional Ice Protection requirements as stated in CAR 4b.640 has been shown.

In addition compliance has been shown with:

- SR-450A effective August 31, 1962 including Amendments 1 and 2 when modified in accordance with RLD approved Fokker F27 Service Bulletin 34-35.
- FAR 25 section 812 (e) as amended by Amendment 25-46, according RLD approved Fokker F27 Service Bulletin 33-28.
- FAR 25 section 785(g) and (h) as amended by Amendment 25-51, by incorporation of RLD approved Fokker F27 Service Bulletins: 25-49, 25-50, 25-51 and 25-54.
- FAR 25 Amendments 25-22 and 25-24 if third attitude Instrument Sfena type 705-15V9, or type 705-15V10 is installed.
- FAR 25 Amendments 25-15, 25-17 and 25-20 for F27 Mk 500 aircraft s/n 10417 onwards and F27 All Marks aircraft s/n 10446 onwards or when modified in accordance with RLD approved Fokker F27 Service Bulletin 25-27.
- FAR 25.1001 Amendment 25-18 for F27 airplanes equipped with Dart 528-7E, 532-7, 532-7R, 535-7R, 536-7R, and 551-7R, and 552-7R engines.

Compliance has been shown with the following noise requirements for the Marks 200, 400, 500 and 600.

### FAR Part 36

- Amendment 36-1, stage 2 for:

All Marks - RR Dart 532-7	MTOW	45,000 lb (20,410 kg)
	MLW	42,000 & 43,500 lb (19,050 & 19,730 kg)
All Marks - RR Dart 532-7R	MTOW	45,000 lb (20,410 kg)
	MLW	42,000 lb (19,050 kg)
All Marks - RR Dart 536-7R	MTOW	45,000 lb (20,410 kg)
	MLW	42,000 & 43,500 lb (19,050 & 19,730 kg)
All Marks - RR Dart 535-7R	MTOW	45,000 lb (20,410 kg)
	MLW	42,000 lb (19,050 kg)

- Up to and including Amendment 36-7, stage 3 for:

All Marks - RR Dart 532-7R	MTOW	45,000 lb (20,410 kg)
	MLW	43,500 lb (19,730 kg)

All Marks - RR Dart 535-7R	MTOW	45,000 lb (20,410 kg)
	MLW	43,500 lb (19,730 kg)

- Up to and including Amendment 36-12, stage 3 when modified in accordance with Fokker Service Bulletin F27/71-28 for:

All Marks - RR Dart 532-7R	MTOW	45,000 lb (20,410 kg)
RR Dart 535-7R	MLW	41,000, 42,000 & 43,500 lb
RR Dart 536-7R		(18,600, 19,050 & 19,730 kg)
RR Dart 535-7		
RR Dart 536-7		
RR Dart 551-7R		
RR Dart 552-7R		

Mark 500 - RR Dart 532-7R	MTOW	45,900 lb (20,820 kg)
RR Dart 535-7R	MLW	41,000, 42,000 & 43,500 lb
RR Dart 536-7R		(18,600, 19,050 & 19,730 kg)
RR Dart 535-7		
RR Dart 536-7		
RR Dart 551-7R		
RR Dart 552-7R		

All Marks - RR Dart 532-7	MTOW	43,500 & 45,000 lb (19,730 & 20,410 kg)
RR Dart 536-7P	MLW	40,000, 41,000 & 42,000 lb
		(18,150, 18,600 & 19,050 kg)

All Marks - RR Dart 528-7E	MTOW	42,000 lb (19,050 kg)
	MLW	40,000 lb (18,150 kg)

All Marks - RR Dart 532-7R	MTOW	43,500 lb (19,730 kg)
RR Dart 535-7R	MLW	40,000 lb (18,150 kg)
RR Dart 536-7R		

#### ICAO Annex 16

- Chapter 2, 1<sup>st</sup> Edition 1971:

All Marks - RR Dart 532-7R	MTOW	45,000 lb (20,410 kg)
	MLW	43,500 lb (19,730 kg)

All Marks - RR Dart 535-7R	MTOW	45,000 lb (20,410 kg)
	MLW	43,500 lb (19,730 kg)

- Chapter 2, 1st Edition 1981:

All Marks - RR Dart 536-7P	MTOW	45,000 lb (20,410 kg)
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	MLW	43,500 lb (19,730 kg)
All Marks - RR Dart 532-7R	MTOW MLW	45,000 lb (20,410 kg) 42,000 lb (19,050 kg)
All Marks - RR Dart 535-7R	MTOW MLW	45,000 lb (20,410 kg) 42,000 & 43,500 lb (19,050 & 19,730 kg)
All Marks - RR Dart 536-7R	MTOW MLW	45,000 lb (20,410 kg) 42,000 & 43,500 lb (19,050 & 19,730 kg)
All Marks - RR Dart 532-7	MTOW MLW	45,000 lb (20,410 kg) 43,500 lb (19,730 kg)
All Marks - RR Dart 535-7	MTOW MLW	45,000 lb (20,410 kg) 42,000 & 43,500 lb (19,050 & 19,730 kg)
All Marks - RR Dart 536-7	MTOW MLW	45,000 lb (20,410 kg) 42,000 & 43,500 lb (19,050 & 19,730 kg)

- Chapters 3 and 5, 1st Edition 1981

when modified in accordance with Fokker Service Bulletin F27/71-28

All Marks - RR Dart 532-7R RR Dart 535-7R RR Dart 536-7R RR Dart 535-7 RR Dart 536-7 RR Dart 551-7R RR Dart 552-7R	MTOW MLW	45,000 lb (20,410 kg) 41,000, 42,000 & 43,500 lb (18,600, 19,050 & 19,730 kg)
Mark 500 - RR Dart 532-7R RR Dart 535-7R RR Dart 536-7R RR Dart 535-7 RR Dart 536-7 RR Dart 551-7R RR Dart 552-7R	MTOW MLW	45,900 lb (20,820 kg) 41,000, 42,000 & 43,500 lb (18,600, 19,050 & 19,730 kg)
All Marks - RR Dart 532-7 RR Dart 536-7P	MTOW MLW	43,500 & 45,000 lb (19,730 & 20,410 kg) 40,000, 41,000 & 42,000 lb (18,150, 18,600 & 19,050 kg)
All Marks - RR Dart 528-7E	MTOW MLW	42,000 lb (19,050 kg) 40,000 lb (18,150 kg)
All Marks - RR Dart 532-7R RR Dart 535-7R RR Dart 536-7R	MTOW MLW	43,500 lb (19,730 kg) 40,000 lb (18,150 kg)

## Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see certification basis) must be installed in the aircraft for certification.

The following additional equipment is required:

- a) RLD approved Fokker F27 Flight Manual or Airplane Flight Manual issued for the applicable aircraft serial number.
- b) Stall warning system, Fokker drawing 27.1.30-79.120 (AiResearch system), Fokker drawing 27.1-7900-174 or 27.1-7900-374 (U.S. Science system).

- NOTE: 1
- a) Current weight and balance report, including list of equipment included in the certificated empty weight, interior arrangement and loading instructions must be provided for each aircraft at the time of original certification.
  - b) System fuel, which must be included in the empty weight, is the amount of fuel required to fill both systems, including the crossfeed, up to the level of the booster pump inlets in the collector tanks (2.97 U.S. gal. total) plus the trapped fuel in the main tanks (0.48 U.S. gal. total) plus the unusable but drainable fuel in the main tanks (6.5 U.S. gal. total)

The total amount of "System fuel" is: 9.95 U.S. gal.

System oil is that amount of oil normally trapped in the propellers plus the amount normally trapped in the engines after oil drainage.

The total amount of system oil is as follows:

2.4 U.S. gal. (total) contained in engines,  
2.0 U.S. gal. (total) contained in propellers.

- NOTE: 2
- The following placard must be displayed in the location indicated:  
On the lavatory door: "During take-off and landing this door must be open".

- NOTE: 3
- Information essential to the proper maintenance of the aircraft is given in the Fokker F27 Maintenance Publications and Service Bulletins.

Inspection items related to fatigue and the current retirement times for fatigue critical components are given for all existing versions of the Fokker F27 except aircraft for special operations (e.g. maritime and calibration) in the F27 Structural Integrity Program Document 27438.

- NOTE: 4
- (a) For the approved interior lay-out and maximum passenger capacity reference FOKKER Drawing 27.1-9000.
  - (b) All replacement seats (crew passenger, lounge), although they may comply with TSO C39, must also be demonstrated to comply with FAR 25.785. Other installations such as berths, buffets, compartments, or items of mass which could create a hazard to the safety of passengers and crew must also be demonstrated to meet the same requirements.

### SECTION 3 - "FOKKER 50" AND "FOKKER 60" SERIES

**IV. Model: F27 Mark 050, application for T.C. January 10, 1983, approved May 15, 1987**

The F27 Mark 050 same as Mark 500 except for the installation of two new technology Pratt & Whitney Canada PW125B engines, Dowty Rotol (c) R 352/6-123F/1 composite 6-bladed propellers, state of the art systems and cockpit instrumentation, electronic engine and propeller controls, increased use of composite structure, four type I doors i.l.o. two type I doors and two type IV exits, double the number of windows, switch from pneumatic systems to hydraulic systems, an electronic flight instrument system (EFIS) and integrated warning system.

Engine : Two (2) Pratt and Whitney PW125B or PW127B turboprop engines. Reduction gearing 0.060 : 1.

Fuel Specification : Eligible engine fuels and additives are listed in the RLD approved Airplane Flight Manual for the applicable aircraft serial number.

Oil Specification : Eligible engine oils as listed in the RLD approved Airplane Flight Manual for the (Engine and gearbox) applicable aircraft serial number.

Engine Limits : For engine operating limits see DoT Canada TC Data Sheet No. E-19 or the RLD approved Airplane Flight Manual for the applicable aircraft serial number.

Propeller and Propeller limits :

o Type no. : 2 Dowty Rotol propellers, Model: (c) R352/6-123-F/1 or (c) R352/6-123-F/2.  
o Diameter : 3,65 m (144 inch).  
o No. of blades : 6 - right hand rotation (viewed from rear of propeller).  
o Spinner type : (c) SB 20/6/1.  
o Blades : Composite glass and carbon reinforced plastic construction, polyurethane coated and fitted with nickel leading edge sheaths for erosion protection and with electric de-icing overshoes.  
o Limits : For propeller limits see CAA propeller TC Data Sheet No. 105.

or

o Type no. : 2 Dowty Rotol propellers, Model: (c) R410/6-123-F/35 or (c) R410/6-123-F/36.  
o Diameter : 3,65 m (144 inch).  
o No. of blades : 6 - right hand rotation (viewed from rear of propeller).  
o Spinner type : (c) SB 20/6/2.  
o Blades : Composite glass and carbon reinforced plastic construction, polyurethane coated and fitted with nickel leading edge sheaths for erosion protection and with electric de-icing overshoes.  
o Limits : For propeller limits see CAA propeller TC Data Sheet No. 110 .

Remark : All above mentioned propeller models can be used in every combination on the same aircraft.

- APU (optional) : Sundstrand, SPS T62T-46-C1 (ground use only) or Sundstrand Turbomach T-62T-46C2 (ground use only).
- APU fuels : Eligible APU fuels are listed in the RLD approved Airplane Flight Manual for the applicable aircraft serial number.
- Airspeed limits : Refer to the RLD approved Airplane Flight Manual for the applicable aircraft serial number.
- Center of Gravity : Refer to the RLD approved Airplane Flight Manual for the applicable aircraft serial number.
- Leveling Means : Leveling holes are provided to accommodate leveling equipment. They are located on the left hand side of the fuselage.
- Maximum Weights :
- |                          |   |           |              |
|--------------------------|---|-----------|--------------|
| Maximum Taxi Weight      | : | 20.865 kg | (46.000 lbs) |
| Maximum Take-off Weight  | : | 20.820 kg | (45.900 lbs) |
| Maximum Landing Weight   | : | 19.730 kg | (43.500 lbs) |
| Maximum Zero Fuel Weight | : | 18.600 kg | (41.000 lbs) |
- When modified in accordance with Fokker Modification ECR 79364:
- |                          |   |           |             |
|--------------------------|---|-----------|-------------|
| Maximum Taxi Weight      | : | 19.990 kg | (44.070 lb) |
| Maximum Take-off Weight  | : | 19.950 kg | (43.980 lb) |
| Maximum Landing Weight   | : | 19.500 kg | (42.990 lb) |
| Maximum Zero Fuel Weight | : | 18.600 kg | (41.000 lb) |
- When modified in accordance with Fokker Modification SBF50-03-002:
- |                          |   |           |             |
|--------------------------|---|-----------|-------------|
| Maximum Taxi Weight      | : | 20.865 kg | (46.000 lb) |
| Maximum Take-off Weight  | : | 20.820 kg | (45.900 lb) |
| Maximum Landing Weight   | : | 20.030 kg | (44.160 lb) |
| Maximum Zero Fuel Weight | : | 18.900 kg | (41.665 lb) |
- Minimum Flight Crew : 2 (Pilot and Co-pilot).
- Maximum Passenger Seating Capacity : 62 (See Section VII - note 4 regarding approved interior arrangement).
- Maximum baggage : As the cargo holds configuration is dependent on customer requirements reference is made to the report "Basic weight and balance information" specific to each separate aeroplane.
- Fuel Capacity : Total 5136 Litres (1359 U.S. Gallon) of usable fuel in two wing tanks of 2568 Litres (679,5 U.S. Gallon) each and in two collector tanks of 50 Litres (13 U.S. Gallon) each. See Section VII - note 1 for data on system fuel and oil.
- Maximum Operating Altitude : 25.000 ft

Serial Numbers  
Eligible

: 20103 thru 20252, 20254 thru 20267, 20270 thru 20279, 20281, 20283 thru 20286,  
20288 and up.

|

VI. Model : **F27 Mark 0502, application for T.C. August 31, 1990, approved September 16, 1993.**

The F27 Mark 0502 same as Mark 050 except for a reconfigured interior lay-out and the adoption of two Type III emergency exits in lieu of the two aft Type I emergency exits.

Engine : Same as Mark 050.

Fuel Specification : Same as Mark 050.

Engine Limits : Same as Mark 050.

Propeller and  
Propeller limits : Same as Mark 050.

APU (optional) : Same as Mark 050.

APU fuels : Same as Mark 050.

Airspeed limits : Same as Mark 050.

C of G Range : Same as Mark 050.

Leveling Means : Same as Mark 050.

Maximum Weights :

Maximum Taxi Weight	:	20.865 kg	(46.000 lbs)
Maximum Take-off Weight	:	20.820 kg	(45.900 lbs)
Maximum Landing Weight	:	19.730 kg	(43.500 lbs)
Maximum Zero Fuel Weight	:	18.600 kg	(41.000 lbs)

When modified in accordance with Fokker Modification ECR 79364:

Maximum Taxi Weight	:	19.990 kg	(44.070 lb)
Maximum Take-off Weight	:	19.950 kg	(43.980 lb)
Maximum Landing Weight	:	19.500 kg	(42.990 lb)
Maximum Zero Fuel Weight	:	18.600 kg	(41.000 lb)

Minimum Flight  
Crew : Same as Mark 050.

Maximum Passenger  
Seating Capacity : 60 (See Section VII - note 4 regarding approved interior arrangement).

Maximum baggage : Same as Mark 050.

Fuel Capacity : Same as Mark 050.

Maximum Operating  
Altitude : Same as Mark 050.

Serial Numbers  
Eligible : 20253, 20268, 20269, 20280, 20282 and 20287.

**VII. Model :** **F27 Mark 0604, application for T.C. June 28, 1993, approved June 7, 1996.**

The F27 Mark 0604 same as Mark 0502 except for an increased fuselage length of 1.62 m, of which 1.02 m in front of the wing and 0.60 m aft of the wing, increased design weights, Vmo increase and the introduction of the large cargo door in the forward right side of the fuselage. The F27 Mark 0604 is a class E freighter aircraft.

Engine : Two (2) Pratt and Whitney PW127B turboprop engines.  
Reduction gearing 0.060 : 1.

Fuel Specification : Same as Mark 050.

Oil Specification : Same as Mark 050.  
(Engine and gearbox)

Engine Limits : Same as Mark 050.

Propeller and  
Propeller limits : For propeller limits see CAA propeller TC Data Sheet No. 110.

o Type no. : 2 Dowty Rotal propellers, Model: (c) R410/6-123-F/35 or (c) R410/6-123-F/36.  
o Diameter : 3,65 m (144 inch).  
o No. of blades : 6 - right hand rotation (viewed from rear of propeller).  
o Spinner type : (c) SB 20/6/1.  
o Blades : Composite glass and carbon reinforced plastic construction, polyurethane coated and fitted with nickel leading edge sheets for erosion protection and with electric de-icing overshoes.

Remark : All above mentioned propeller models can be used in every combination on the same aircraft.

APU (optional) : Sundstrand Turbomach, T-62T-46-C2 (ground use only)

APU fuels : Same as Mark 050.

Airspeed limits : Refer to the RLD approved Airplane Flight Manual for the applicable aircraft serial number.

Center of Gravity : Refer to the RLD approved Airplane Flight Manual for the applicable aircraft serial number.

Leveling Means : Same as Mark 050.

Maximum Weights : Maximum Taxi Weight : 22.995 kg (50.695 lbs)  
Maximum Take-off Weight : 22.950 kg (50.595 lbs)  
Maximum Landing Weight : 21.750 kg (47.950 lbs)  
Maximum Zero Fuel Weight : 20.700 kg (45.635 lbs)

Minimum Flight  
Crew : Same as Mark 050.

Maximum Passenger

Seating Capacity : 0.

Cargo systems : The airworthiness certification requirements for cargo systems are contained in document AC-060-0017, "Cargo and cargo systems interface definition and limits".

Maximum cargo : Refer to the appropriate basic weight and balance information.

Fuel Capacity : Same as Mark 050.

Maximum Operating

Altitude : Same as Mark 050.

Serial Numbers

Eligible : 20321, 20324, 20327 and 20329.

## **IX. DATA PERTINENT TO MODELS F27 Mark 050, 0502 AND 0604**

### **CERTIFICATION BASIS**

**Certification Basis** :  
**for Model F27 Mk. 050**

1. JAR 25, as amended by Change 9, dated November 30, 1982, except for the following sections which are limited to show compliance with FAR Part 25 with the Amendments as noted:

25.109	Amdt 25-41
25.207	Amdt 25-56
25.671(c)(3)	Amdt 25-22
25.701(d)	Amdt 25-22
25.1309	Amdt 25-22

New and major modified systems, installations and equipment comply with JAR 25 Change 9.

2. Exemption from JAR 25.1149: Propeller Speed and Pitch Controls.  
  
Exemption from JAR 25.1305(e): Propeller Reverse Pitch Indication.
3. Special Conditions to JAR 25.1309(a), (c), (d), (g): Lightning Strike Protection-indirect effects.
4. JAR 25.783 as amended by Change 10 dated December 19, 1983.
5. JAR 25.905(d) introduced by Amendment 87/1 to JAR 25 Change 11, dated March 20, 1987.
6. Amendment 86/1 to JAR 25 Change 11, dated June 16, 1986 as far as adopting FAR Amendments 25-58 and 25-59\*.  
\* Optional up to s/n 20140, thereafter standard.
7. Amendment 86/2 to JAR 25 Change 11, dated December 17, 1986 as far as adopting FAR amendment 25-60.
8. a) In case the Automatic Flight Control System SPZ-600 is installed, the system complies with the applicable requirements of FAR 25 Amdt. 56 and AC 25-1329-1A and AC 25-1309-1.  
  
b) In case the SPZ-9000 Display and Flight Guidance System is installed, the system complies with:
  - JAR 25 Change 13.
  - JAR AWO Change 1 subpart 2, amended by NPA AWO-3.
  - JAR interim HIRF Policy (ref. INT/POL 25/2, dd. Jan.'92).
  - RLD document LI/LW-94.1174 for Software Certification.
9. a) In case the EFIS EDZ-806 system is installed, the system complies with the RLD certification criteria for Electronic displays as laid down in RLD document LI/LW/85-058 incorporated in Issue Paper E-1.

- b) In case the SPZ-9000 DFSG is installed, the items that have been changed from the EDZ-806 comply with certification criteria based on AMJ 25-11 as laid down in Issue Paper E-17.
10. ICAO Annex 16, Volume 1, First Edition 1981 Chapter 3 including Amdt. 2.
  11. Compliance with the optional Ice Protection requirements as stated in JAR 25.1419 Change 9.
  12. Smoke and toxicity requirements as specified in Issue G9. From s/n 20250 and onwards changed in heat release and smoke requirements.

In addition it has been shown that:

- a) The optional APU complies with FAR 25 Amdt. 25-56 and JAR 25 Change 9.
- b) Compliance has been shown with FAR 25.791(d) and (e) as amended by Amdt. 25-72.

Certification Basis :  
for Model F27 Mark 0502

Same as for F27 Mark 050, in addition compliance with Amendment 90/1 to JAR 25 Change 13 has been shown for:

- the new emergency exits,
- the evacuation aspects, and
- the class C cargo compartment classification.

Certification Basis :  
for Model F27 Mark 0604

1. JAR 25, as amended by Change 9, dated November 30, 1982, except for the following sections which are limited to show compliance with FAR Part 25 with the Amendments as noted:

25.109	Amdt 25-41
25.207	Amdt 25-56
25.671(c)(3)	Amdt 25-22
25.701(d)	Amdt 25-22
25.1309	Amdt 25-22

- JAR 25.783 as amended by change 10 dated December 19, 1983.
- JAR 25.905(d) introduced by Amendment 87/1 dated March 20, 1987.
- Amendment 86/1 to JAR 25 change 11 dated June 16, 1986 as far as adopting FAR Amendments 25-58 and 25-59.
- Amendment 86/2 to JAR 25 change 11 dated December 17, 1986 as far as adopting FAR Amendment 25-60.
- The SPZ-9000 Display and Flight Guidance System as installed complies with:
  - JAR 25 Change 13.
  - RLD document LI/LW-94.1174 for Software Certification.
  - RLD certification criteria for Electronic display system SPZ-9000 DFSG as installed, are based on AMJ 25-11 as laid down in Issue Paper E-17.
- ICAO Annex 16, Vol I, chapter 3, 1st Edition 1981 incl. Amdt. 2.

- ICAO Annex 16, Vol II, Part II and III (Chapter 3), 1st Edition 1981.
  - Flight Handling and Performance: JAR 25 Change 13, including amendments 90/1, 91/1 and 93/1, except when the JAA Interim Policies are applicable.
  - New and major modified systems, installations and equipment (compared to the F27 Mark 050): JAR 25 Change 13, including amendments 90/1, 91/1 and 93/1.
2. Special conditions due to novel or unusual design features
- CRI F-3, Lightning Strike Protection Indirect Effects (JAR25.1309(a)(c)(d)(g) Ch.9, ACJ's 1,2,4,8)  
CRI F-9, Software Certification (JAR25.1301, 25.1309 Ch. 9, RTCA Do178A)  
CRI F-10, SPZ-9000 Display and Flight Guidance System (JAR25 Ch.13, AMJ 25-11)
3. Special conditions related to general experience
- CRI B-5, Accelerate Stop (NPA 2513, D, G, -244)  
CRI C-2, Rapid decompression (JAR25.365)  
CRI C-6, Factors for engine torque (JAR25.361)  
CRI F-7, Operation without Normal Electrical Power (JAR25.1351(d))
4. Exemptions
- CRI B-1, Flight in Icing Conditions (NPA 25F-219, iss. 2)  
CRI B-6, Reverse Pitch Indication (JAR25.1305(c)(3))  
CRI C-5, Downward gust loads (JAR25.341(N)(a))  
CRI F-1, Protection from External High Intensity Radiated Fields (JAR25.1431)
5. Interpretative material (acceptable means of compliance)
- CRI C-1, Fuel tank crashworthiness (JAR25.963)  
CRI C-3, Yawing manoeuvring conditions (JAR25.351(a))  
CRI C-7, Static Strength and Fatigue & Damage Tolerance substantiation data (JAR25.307, 25.571)  
CRI D-1, Lightning Discharge Protection (JAR25X899 Ch.9 ACJ25X899)  
CRI D-5, Landing Gear Warning (JAR25.729(c)(2) Ch.9) (also Equivalent Safety Finding)  
CRI D-7, Cabin pressurization control system (JAR25.841(b)(3))  
CRI F-4, Flight Data Recorder (JAR25.1459(a)(5) Ch.9)  
CRI F-5, Cockpit Voice Recorder (JAR25.1457 (d)(2) Ch.9)  
CRI F-11, Safety Assessment Analysis Philosophy (JAR25.1309)  
CRI G-1, Certification Maintenance Req's (CMR) Methodology (JAR25.671, 25.1309, 25.1529)
6. Equivalent safety findings
- CRI B-2, Flap Control Knob Shape (JAR25.777(g))  
CRI B-3, Location Flap Control Handle (JAR25.777(e))

CRI B-4, Vmcl Testing (JAR25.149(f)(4))  
CRI C-4, Flap interconnection static strength (JAR25.701(d))  
CRI D-4, Landing Gear Warning (JAR25.729(e)(4) Ch.9)  
CRI D-5, Landing Gear Warning (JAR25.729(c)(2) Ch.9) (also Interpretative Material)  
CRI D-6, Pax. Emergency Exit Distribution (JAR25.807(c)(intro) AC-25.807-1)  
CRI D-8, Passenger door with integral stair, opening time (JAR25.809(b)(2))  
CRI E-1, Propeller Speed and Pitch Controls (JAR25.1149)  
CRI F-2, Generating System (JAR25.1351(b)(5) Ch.9)  
CRI F-6, Anti Collision Light System (JAR25.1401(f) Ch.9 incl. RLD N.V.)  
CRI F-8, Markings on Powerplant Instruments (ACJ 25.1549)

7. Reversions

CRI D-2, Primary Flight Control and Flap Jams (JAR25.671(c)(3))

8. Elect to comply airworthiness requirements

Cabin safety/crashworthiness:

JAR 25 Change 13 including amendment 90/1, 91/1 and 93/1, paragraphs: 365(e), (f), (g) (for flightdeck internal door (*all 3 subparagraphs*)), 561 (for passenger-, flightdeck-, and cargo-compartment), 772, 773(b), 783, 785, 787, 789, 791 (including FAR §25.791(e) as amended by Amendment 25-72), 793, 803, 807, 809, 810, 811 (JAR/FAR §25.811(e)(2) as amended by Change 14 respectively Amendment 25-79), 812, 813, 815, 817, 851, 853, 854, 855, 857 and 869(a).

Performance:

JAR 25 Change 14

Ground/Flight Handling

JAR 25 Change 13 including Amendment 90/1, 91/1 and 93/1 (Orange Papers), paragraphs: 143(f), 145, 147(a), 149(b), 149(e), 149(f), 149(g), 171, 175, 177, 207(c), 251 and 253.

For JAR 25 §149(f)(4), Change 14 (paragraph is editorial omitted in Change 13)

Flight-deck/Human factors

NPA 25B-238 "Flap handle gates" JAR 25 Change 13, paragraphs: 773(b)(1), 773(b)(3) and 773(b)(4).

Structure

NPA 25C-213 "Discrete source damage due to rotor burst"

Powerplant/Propeller:

JAR 25 Change 14, paragraph 25.X20(c) including Appendix 1

JAR 25 Change 12, paragraph 25.905(d)

JAR 25 Change 10, paragraph 25.903(d)(1)

Large Cargo Door  
NPA 25D-218 "Fuselage doors, hatches and exits"

Equipment : The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

The following additional equipment is required:

- a. RLD approved Fokker Airplane Flight Manual issued for the applicable aircraft serial number.
- b. Stall warning system, Fokker drawing F7913-047.

Note 1 a. Current weight and balance report, including list of equipment included in the certificated empty weight, interior arrangement and loading instructions must be provided for each aircraft at the time of original certification.

- b. System fuel, which must be included in the empty weight, is the amount of fuel required to fill both systems, including the crossfeed, up to the level of the booster pump inlets in the collector tanks (20.2 litres, 5.34 US Gallon) plus the trapped fuel in the main tanks (1.8 litres, 0.47 US Gallon) plus the unusable but drainable fuel in the main tanks (24.0 litres, 6.34 US Gallon).

The total amount of "System fuel" is: 46.0 litres, 12.65 US Gallon.

Note 2 Airplane operation must be in accordance with the RLD approved AFM. All placards required in either the RLD approved AFM or the Certification Basis must be installed in the airplane in accordance with the applicable Fokker drawings, as follows:

- Interior placards : F 9084
- Exterior placards : F 9095
- Cockpit placards : TN F27-36-062

Note 3 In order to meet the certification requirements for continued airworthiness of the aircraft, certain maintenance requirements are classified as MANDATORY and identified as indicated:

- Certification Maintenance Requirements (report SE-525)
- Airworthiness Limitation Items and Safe Life Items (report SE-622)
- Both report SE-525 and SE-622 are incorporated in Maintenance Review Board (MRB) document, Section 06, Appendix 1 'Airworthiness Limitations'

The life limited components must be replaced as indicated in the above mentioned documents and revisions thereto. The inspections must be conducted in accordance with the certification maintenance requirements (CMR's) and airworthiness limitation items (ALI's) as indicated in the

above mentioned documents and revisions thereto.

- Applicable Airworthiness Directives (BLA's) issued by RLD.

Further information essential to the proper maintenance of the aircraft is provided in:

- Maintenance Manual (MM);
- Maintenance Planning Document (MPD);
- Maintenance Review Board (MRB) document - RLD approved;
- Structural Repair Manual (SRM) - RLD approved;
- Service Bulletins (RLD approved);
- Service Letters (SL);
- Special Instructions (SI) - RLD approved.

Note 4

- a. For the approved interior lay-out and maximum passenger capacity reference Fokker Master Drawing F9004-000.
- b. All replacement seats (crew, passenger, lounge), although they may comply with TSO C39, must also be demonstrated to comply with JAR 25.785 and JAR 25.561. Other installations such as berths, buffets, compartments, or items of mass which could create a hazard to the safety of passengers and crew must also be demonstrated to meet the same requirements.