EASA

TYPE-CERTIFICATE DATA SHEET

No. EASA.A.036

for
FOKKER F27

Type Certificate Holder:
Fokker Services B.V.

Hoeksteen 40
2132 MS Hoofddorp
The Netherlands

Airworthiness Category: Large Aeroplanes

For Models:	F27 Mark 100	F27 Mark 050
	F27 Mark 200	F27 Mark 0502
	F27 Mark 300	F27 Mark 0604
	F27 Mark 400	
	F27 Mark 500	
	F27 Mark 600	
	F27 Mark 700	

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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. Hoeksteen 40 2132 MS Hoofddorp THE NETHERLANDS
6.	Manufacturer:	Fokker Aircraft
7.	ETOPS:	Not applicable.

NOTES

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

TCDS No.:	Issue:	Issue date:	Models:
A22F	12	June 5, 1996	F27 Mark 100 through 700
T-050-87	8	November 17, 2002	F27 Mark 050/0502/0604

- Documents referred to as “approved” in this TCDS were approved by the competent Airworthiness Authority at the time of the approval, to the exclusion of approvals issued by Fokker Services B.V. under the authority of its Design Organization “on behalf of” the competent Airworthiness Authority. This competent Airworthiness Authority might be RLD, CAA-NL, or EASA.

- CAA-NL / RLD TC No’s A22F and T-050-87 remain valid references for models certified before September 28, 2003.

SECTION 2: MODEL F27 "FRIENDSHIP" SERIES

I. Model F27 Mark 100, 200, 300, 400, 600, 700

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.

1. 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.

2. C.G. Range

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

3. Maximum Weights

Take-off:

35,700 lb (16,200 kg)	
37,500 lb (17,010 kg)	When modified in accordance with approved Fokker F27 Service Bulletins D-16 and D-17.
39,000 lb (17,690 kg)	For Mark 100, 300 and 700 aircraft equipped with Dart 511 or 511-7E engines, when modified in accordance with approved Fokker F27 Service Bulletins D-16, D-17 and D-40
40,500 lb (18,370 kg)	For Mark 100, 300 and 700 aircraft equipped with Dart 514-7 engines and modified in accordance with approved Fokker F27 Service Bulletins D-16, D-17, D-40 and D-64.
42,000 lb (19,050 kg)	For Mark 200, 400 and 600 aircraft when modified in accordance with approved Fokker F27 Service Bulletins D-16, D-17 and D-41.
43,500 lb (19,730 kg)	For Mark 200, 400 and 600 aircraft equipped with Dart 532-7 engines and modified in accordance with approved Fokker F27 Service Bulletins B-158 and D-71.
45,000 lb (20,410 kg)	For Mark 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 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 approved Fokker F27 Service Bulletins D-16 and D-17.
40,000 lb (18,150 kg) When modified in accordance with approved Fokker F27 Service Bulletins D-16 and D-17, D-41 (Mark 200, 400 and 600) or D-40 plus D-64 (Mark 100, 300 and 700), D-65 and B-148.
41,000 lb (18,600 kg) For Mark 200, 400 and 600 aircraft when further modified in accordance with approved Fokker F27 Service Bulletin 54-32.
43,500 lb (19,730 kg) For Mark 400 and 600 aircraft when modified in accordance with 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 Mark 100, 300 and 700 aircraft with original small fuel tanks when modified in accordance with approved Fokker F27 Service Bulletins D-16 and D-17.
35,200 lb (15,970 kg) For Mark 100, 300 and 700 aircraft with enlarged fuel tanks, when modified in accordance with approved Fokker F27 Service Bulletins D-16 and D-17.
35,700 lb (16,200 kg) For Mark 200, 400 and 600 aircraft, when modified in accordance with approved Fokker F27 Service Bulletins D-16 and D-17.
37,500 lb (17,010 kg) For Mark 100, 200, 300, 400, 600 and 700 aircraft, when modified in accordance with approved Fokker F27 Service Bulletin B 159.
39,500 lb (17,920 kg) For Mark 200, 400 and 600 aircraft, when modified in accordance with approved Fokker F27 Service Bulletin 51-30.

4. Maximum Passengers

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

5. Maximum Baggage

	Compartment	Station (in.)	Capacity (lb)	Maximum floor Loading (lb/ft^2)	C.G. (in.)
Mark 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
Mark 300, 400		161 - 304		100	
Mark 600, 700 (with Mallison floors)	(no gangway)	304 - 446	15,980	140	406.4
		446 - 691		100	

6. Serial Numbers Eligible

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

7. Notes:

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 approved Fokker F27 Service Bulletin N-5.
- Dart 514-7 installation when modified in accordance with 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 approved Fokker F27 Service Bulletin N-11.
- Dart 532-7 installation when modified in accordance with approved Fokker F27 Service Bulletins N-11, E-29 and H-29.
- Dart 532-7R installation when modified in accordance with approved Fokker F27 Service Bulletins N-11, E-29, H-29 and 71-23.
- Dart 536-7R installation when modified in accordance with 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 approved Fokker F27 Service Bulletin 71-30.
- Dart 535-7 installation when modified in accordance with approved Fokker F27 Service Bulletin 71-31.
- Dart 536-7 installation when modified in accordance with approved Fokker F27 Service Bulletin 71-29.
- Dart 536-7P installation when modified in accordance with approved Fokker F27 Service Bulletin 71-36.
- Dart 551-7R installation when modified in accordance with approved Fokker F27 Service Bulletin 71-34.
- Dart 552-7R installation when modified in accordance with approved Fokker F27 Service Bulletin 71-42.

II. Model F 27 Mark 500

F27 Mark 500, approved 17 May 1968.

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

1. 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.

2. C.G. Range

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

3. Maximum Weights

Take-off:

43,500 lb (19,730 kg)	
45,000 lb (20,410 kg)	When modified in accordance with approved Fokker F27 Service Bulletin 53-89.
45,900 lb (20,820 kg)	When modified in accordance with 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 approved Fokker F27 Service Bulletin 51-25.
43,500 lb (19,730 kg)	When modified in accordance with approved Fokker F27 Service Bulletin 51-32.

Zero fuel, oil and water/methanol:

38,500 lb (17,460 kg)	
39,500 lb (17,920 kg)	When modified in accordance with approved Fokker F27 Service Bulletin 51-25.
40,200 lb (18,230 kg)	When modified in accordance with approved Fokker F27 Service Bulletin 51-35.

4. Maximum Passengers

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

5. Maximum Baggage

Compartment	Station (in.)	Capacity (lb)	Maximum floor Loading (lb/ft^2)	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

6. Serial Numbers Eligible

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

7. Notes:

Eligible Alternate Engine Installations.

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

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

1. 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.

2. Airspeed Limits

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

3. Fuel Specification

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

4. 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 approved Fokker F27 Modification Bulletin No. 2.

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

5. Water/Methanol

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

6. 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 approved Service Bulletin 82-18.

7. 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.

8. 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.

9. Engine Limitations

	Shaft Horsepower (shp)	Jet Throughst (lb)	Engine Speed (rpm)	Max. Permiss. JPT/TGT (°C)
Dart 511				
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
Dart 511-7E				
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
Dart 514-7				
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
Dart 528				
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
Dart 528-7E				
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
Dart 532-7				
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
Dart 532-7R				
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
Dart 536-7P				
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
Dart 536-7R				
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

9. Engine Limitations (cont'd)

	Shaft Horsepower (shp)	Jet Throughst (lb)	Engine Speed (rpm)	Max. Permiss. JPT/TGT (°C)
Dart 535-7R				
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
Dart 535-7				
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
Dart 536-7				
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
Dart 551-7R				
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
Dart 552-7R				
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

10. 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.

11. Minimum Crew

One pilot and one co-pilot or flight engineer.

12. Levelling Means

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

13. Maximum Approved Operating Altitude

25,000 ft.

14. Other Operating Limitations

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

15. 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 approved Fokker F27 Service Bulletin 34-35.

- FAR 25 section 812 (e) as amended by Amendment 25-46, according approved Fokker F27 Service Bulletin 33-28.

- FAR 25 section 785(g) and (h) as amended by Amendment 25-51, by incorporation of 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 Mark 500 aircraft s/n 10417 onwards and F27 All Marks aircraft s/n 10446 onwards or when modified in accordance with 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.

- CRI H-01 Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS, for the Marks 200, 400, 500, 600 and 700.

- CRI F-12 Non-rechargeable Lithium Battery Installations (applicable for new installations)

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 approved Fokker Service Bulletin F27/71-28 for:

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)

ICAO Annex 16

- Chapter 2, 1st Edition 1971:

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

- Chapter 2, 1st Edition 1981:

All Marks -	RR Dart 536-7P	MTOW MLW	45,000 lb (20,410 kg) 43,500 lb (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 535-7R	MTOW	45,000 lb (20,410 kg)
		MLW	42,000 & 43,500 lb (19,050 & 19,730 kg)
All Marks -	RR Dart 536-7R	MTOW	45,000 lb (20410 kg)
		MLW	42,000 & 43,500 lb (19,050 & 19,730 kg)
All Marks -	RR Dart 532-7	MTOW	45,000 lb (20,410 kg)
		MLW	43,500 lb (19,730 kg)
All Marks -	RR Dart 535-7	MTOW	45,000 lb (20,410 kg)
		MLW	42,000 & 43,500 lb (19,050 & 19,730 kg)
All Marks -	RR Dart 536-7	MTOW	45,000 lb (20,410 kg)
		MLW	42,000 & 43,500 lb (19,050 & 19,730 kg)

- Chapters 3 and 5, 1st Edition 1981 when modified in accordance with approved 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)

16. 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) 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).

17. Notes:

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 For the approved interior lay-out and maximum passenger capacity reference FOKKER Drawing 27.1-9000.

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

I. Model: F27 Mark 050

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 & Witney 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.

1. Engine

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

2. Fuel Specification

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

3. Oil Specification (Engine and Gearbox)

Eligible engine oils as listed in the approved Airplane Flight Manual for the applicable aircraft serial number.

4. Engine Limits

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

5. Propeller and Propeller Limits

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

or

Type no.:	2 Dowty Rotol propellers, Model: (c) R410/6-123-F/35 or (c) R410/6-123-F/36.
Diameter:	3,65 m (144 inch).
No. of blades:	6 - right hand rotation (viewed from rear of propeller).

Spinner type: (c) SB 20/6/2.
Blades: Composite glass and carbon reinforced plastic construction, polyurethane coated and fitted with nickel leading edge sheeths for erosion protection and with electric de-icing overshoes.
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.

6. APU (optional)

Sundstrand, SPS T62T-46-C1 (ground use only) or Sundstrand Turbomach T-62T-46C2 (ground use only).

7. APU Fuels

Eligible APU fuels are listed in the approved Airplane Flight Manual for the applicable aircraft serial number.

8. Airspeed Limits

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

9. Center of Gravity

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

10. Levelling Means

Levelling holes are provided to accommodate levelling equipment.
They are located on the left hand side of the fuselage.

11. 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 (standard option for aircraft serial number 20196, 20213 and up):

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 SBF50-03-001:

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	18.800 kg	(41.445 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)

12. Minimum Flight Crew

2 (Pilot and Co-pilot).

13. Maximum Passenger Seating Capacity

62 (See Section IV - note 4 regarding approved interior arrangement).

Note: For a maximum passenger seating configuration of 50 passengers, compliance with the evacuation requirements of JAR 25.803 has been demonstrated with one cabin attendant. For a maximum passenger seating configuration of 62 passengers, compliance with the evacuation requirements of JAR 25.803 has been demonstrated with two cabin attendants.

14. 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.

15. Fuel Capacity

Total 5136 Litres (1358 U.S. Gallon) of usable fuel in two wing tanks of 2568 Litres (679 U.S. Gallon) each and in two collector tanks of 50 Litres (13 U.S. Gallon) each.
See Section IV - note 1 for data on system fuel and oil.

16. Maximum Operating Altitude

25.000 ft

17. Serial Numbers Eligible

20103 through 20138, 20141 through 20252, 20254 through 20267, 20270 through 20279, 20281, 20283 through 20286, 20288, 20293 through 20303, 20305 through 20308, 20311 through 20313, 20316, 20317, 20328, 20331, 20333 and 20335.

II. Model : F27 Mark 0502

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.

1. Engine

Same as Mark 050.

2. Fuel Specification

Same as Mark 050.

3. Engine Limits

Same as Mark 050.

4. Propeller and Propeller Limits

Same as Mark 050.

5. APU (optional)

Same as Mark 050.

6. APU Fuels

Same as Mark 050.

7. Airspeed Limits

Same as Mark 050.

8. C of G Range

Same as Mark 050.

9. Levelling Means

Same as Mark 050.

10. Maximum Weights:

Standard configuration:

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)

Standard option		
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)

11. Minimum Flight Crew

Same as Mark 050.

12. Maximum Passenger Seating Capacity

60 (See Section IV - note 4 regarding approved interior arrangement).

13. Maximum Baggage

Same as Mark 050.

14. Fuel Capacity

Same as Mark 050.

15. Maximum Operating Altitude

Same as Mark 050.

16. Serial Numbers Eligible

20253, 20268, 20269, 20280, 20282 and 20287

III. Model : F27 Mark 0604

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.

1. Engine

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

2. Fuel Specification

Same as Mark 050.

3. Oil Specification

Same as Mark 050.
(Engine and gearbox)

4. Engine Limits

Same as Mark 050.

5. Propeller andPropeller Limits

For propeller limits see CAA propeller TC Data Sheet No. 110.

Type no.:	2 Dowty Rotol propellers, Model: (c) R410/6-123-F/35 or (c) R410/6-123-F/36.
Diameter:	3,65 m (144 inch).
No. of blades:	6 - right hand rotation (viewed from rear of propeller).
Spinner type:	(c) SB 20/6/1.
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.

6. APU (optional)

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

7. APU Fuels

Same as Mark 050.

8. Airspeed Limits

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

9. Center of Gravity

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

10. Levelling Means

Same as Mark 050.

11. 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)

12. Minimum Flight Crew

Same as Mark 050.

13. Maximum Passenger Seating Capacity

0

14. Cargo Systems

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

15. Maximum Cargo

Refer to the appriopriate basic weight and balance information.

16. Fuel Capacity

Same as Mark 050.

17. Maximum Operating Altitude

Same as Mark 050.

18. Serial Numbers Eligible

20321, 20324, 20327 and 20329.

IV. Data pertinent to Models F27 Mark 050, 0502 and 0604

1. Certification Basis for Model F27 Mark 050

As detailed in **IP G-1** the Certification Basis for the Model F27 Mark 050 is established as follows:

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 DFGS is installed, the items that have been changed form 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 Paper G9. From s/n 20250 and onwards changed in heat release and smoke requirements as introduced with JAR 25.853 Change 13. Changes compliant with JAR 25.853 Change 13 including Amendments 90/1, 91/1 and 93/1 or a higher amendment level may be installed on all aircraft serial numbers. .

13. The optional APU complies with FAR 25 Amdt. 25-56 and JAR 25 Change 9.

14. Compliance has been shown with FAR 25.791(d) and (e) as amended by Amdt. 25-72.

15. CRI H-01 Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS.

16. CRI E-19 Propellor Reversing System (Elect to comply with CS 25 Amendment 1, paragraph 1155)

17. CRI F-12 Non-rechargeable Lithium Battery Installations (applicable for new installations)

2. 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.

3. Certification Basis for Model F27 Mark 0604

As detailed in **CRI A-1** the Certification Basis for the Model F27 Mark 0604 is established as follows:

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 DFGS 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)
CRI G-2	Computerized AFM Performance Section (Appendix 1 of NPA 25G issue1, this is draft AMJ 25.1582 dated May 21, 1991; the date of the Appendix is November 27, 1991.
CRI F-12	Non-rechargeable Lithium Battery Installations (applicable for new installations)

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))
CRI H-01	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS

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 (acceptabel 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 G-1 Certification Maintenance Req's (CMR) Methodology (JAR25.671, 25.1309, 25.1529)

NOTE: Up and until issue 6 of the present TCDS CRI F-11 entitled “Safety Assessment Analysis Philosophy (JAR25.1309)” was erroneously mentioned in this section. This CRI was in fact withdrawn by RLD prior to finalisation of the type certification basis of the F27 Mark 0604.
Based on this finding, any reference to CRI F-11 is deleted.

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)
CS 25 Amendment 1, paragraph 1155 (CRI E-19)

Large Cargo Door

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

4. Operational Suitability Requirements and Data for Model F27 Mark 050, 0502 and 0604

a. Master Minimum Equipment List (MMEL)

The applicable requirements for MMEL are defined in CRI A-MMEL issue 3.
The MMEL approved following the catch-up process using the above requirements is:
“EASA Master Minimum Equipment List, Fokker 50/Fokker 60, Revision Nov 15, 2015”, Fokker Services B.V. Engineering Report N°. MMEL-FOKKER50-EASA, issue 1,
or later EASA approved revision.

b. Flight Crew Data (FCD)

Not applicable.

c. Cabin Crew Data (CCD)

Not applicable.

d. Simulator Data (CCD)

Not applicable.

e. Maintenance Certyfing Staff Data (MCSD)

Not applicable.

5. 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. Approved Fokker Airplane Flight Manual issued for the applicable aircraft serial number.

b. Stall warning system, Fokker drawing F7913-047.

6. Notes:

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 approved AFM. All placards required in either the 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 (CMRs): report SE-525.
- Airworthiness Limitation Items (ALIs) and Safe Life Items (SLIs): report SE-622.
- Fuel Airworthiness Limitation Items (ALIs) and Critical Deisgn Configuration Control Limitations (CDCCLs): report SE-671.

All three reports SE-525, SE-622 and SE-671 are referred to in the Maintenance Review Board (MRB) document, Section 06, Appendix 1 "Airworthiness Limitations' and together constitute the Airworthiness Limitations Section.

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 above mentioned documents and revisions thereto.

- Applicable Airworthiness Directives issued by RLD, CAA-NL and EASA.

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 - approved;
- Structural Repair Manual (SRM) - approved;
- Service Bulletins (approved);
- Service Letters (SL);
- Special Instructions (SI) - approved.

Note 4 For the approved interior lay-out and maximum passenger capacity reference Fokker Master Drawing F9004-000.

SECTION 4: ADMINISTRATIVE

I. Acronyms and Abbreviations

AC	Advisory Circular
ALI	Airworthiness Limitation Item
APU	Auxiliary Power Unit
AWO	All Weather Operations
CDCCL	Critical Design Configuration Control Limitation
CG	Center of Gravity
CMR	Certification Maintenance Requirement
CRI	Certification Review Item
EASA	European Aviation Safety Agency
EWIS	Electrical Wiring Interconnection System
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
ICA	Instruction for Continuous Airworthiness
ICAO	International Civil Aviation Organization
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirements
MCPSC	Maximum Certified Passenger Seating Capacity
MLG	Main Landing Gear
MLW	Maximum Landing Weight
MM	Maintenance Manual
MPD	Maintenance Planning Document
MRB	Maintenance Review Board
MTOW	Maximum Take-Off Weight
NPA	Notice for Proposed Amendment
PSE	Principal Structural Element
SB	Service Bulletin
SI	Special Instruction
SL	Service Letter
SRM	Structural Repair Manual
TCDS	Type Certificate Data Sheet

II. Type Certificate Holder Record

Fokker Services B.V.
Hoeksteen 40
2132 MS Hoofddorp
The Netherlands

III. Change Record

Issue	Date	Changes
Issue 01	20 May 2005	Original issue (see Note in Section 1)
Issue 02	20 May 2005	Corrected paragraph numbering (editorial).
Issue 03	19 April 2011	Several corrections. Added recently issued CRIs, including reference to ICA for EWIS. Clarified number of cabin attendants present at evacuation demonstrations for Mark 050 and Mark 0502. Clarified revision level of JAR 25.853 used for Marks 050, 0502 and 0604
Issue 04	22 August 2013	Change of address of the TC holder
Issue 05	30 September 2014	Change Note 2 in Section 1 – General. Change Note 3 in Section 3 Chapter IV. Add weight variants in Section 3 Chapter I and II.
Issue 06	15 July 2016	Add paragraph 4 of Section 3 Chapter IV: Operational Suitability Requirements and Data for Model F27 Mark 050, 0502 and 0604.
Issue 07	03 September 2018	Converted to new template. Added explicit reference to the Issue Paper IP G-1 (at page 25) and Certification Review Item CRI A-1 (at page 26), establishing the certification basis for the F27 Mk 050 and F27 Mk 0604 respectively. Removed any reference to CRI F-11 (see explanatory note at page 28). Added reference to CRI F-12 Non-rechargeable Lithium Battery Installations

-END-