DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A20EU
Revision 15
FOKKER
F28 Mark 1000
F28 Mark 2000
F28 Mark 3000
F28 Mark 4000
F28 Mark 0100
F28 Mark 0070

November 25, 2015

TYPE CERTIFICATE DATA SHEET No. A20EU

This data sheet which is a part of Type Certificate No. A20EU prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder. FOKKER SERVICES B.V.
P.O. Box 1357
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THE NETHERLANDS

I. FOKKER Model F28, Mark 1000 (Transport Aircraft), approved 24 March 1969.

Engines. 2 Rolls-Royce Two Shaft Bypass Jet Engines: Spey Mk 555-15.

When modified in accordance with approved Fokker F28 Service Bulletin No. 71-9: Spey Mk 555-15N. (See NOTE 7 regarding intermixing of engines).

Fuel. Eligible engine fuels are listed in Rolls-Royce Operating Instructions, Document No. F-Sp2-F, Appendix 2.

Engine Limits.

Conditions	Thrust (lbs)	RPM % HP	RPM % LP	TGT (ºC)	Time Limit
Max. Takeoff	9850	101.0	108.5	520	5 minutes
Max. Continuous	9470	98.5	108.5	490	Unrestricted
Starting and Relight		-	-	540	2 seconds
Max. Overspeed		104.5	115.5	-	20 seconds
Max. Overtemp.				540	20 seconds

Oil. See relevant Rolls-Royce Operating Instructions Manual.

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I. FOKKER Model F28, Mark 1000 (cont'd)

Oil Temperature Limits.
Max. 15 min. 120ºC
Max. unrestricted 100ºC

Bleed Air.
For max. bleed air extraction from the engine refer to FAA Engine Type Certificate Data Sheet E2EU.

APU Type.
Garrett AiResearch GICP 36-4(A).

Fuel.
Eligible APU fuels are listed in Garrett AiResearch Document, Model Specification GICP-36-4(A) SC-5754.

APU Limits.

Conditions	Max. RPM (%)	Max. TGT (ºC)
Start	-	705
Transient 10 sec.	110	705
Sustained	105	650

Airspeed Limits (IAS).

V_{MO} (Maximum Operating)
Sea level 331 kts
10,000 ft 336 kts
20,000 ft 343 kts
20,840 ft 344 kts
Straight line variation between points.

M_{MO} 20,840 ft M = .75

V_A (Maneuvering)
See approved Airplane Flight Manual.

V_{FE} (Flap Extension)
Flap Setting

25º 200 knots IAS up to 15,000 ft
180 knots IAS up to 20,000 ft

42º 160 knots IAS up to 20,000 ft

For airplane serial numbers 11042 and subsequent or when modified in accordance with approved Fokker F28 Service Bulletin 51-5:

42º 165 knots IAS up to 20,000 ft

V_{LO} (Landing Gear Operation)
200 knots IAS up to 15,000 ft
180 knots IAS up to 20,000 ft

V_{LE} (Landing Gear Extended)
200 knots IAS up to 15,000 ft
180 knots IAS up to 20,000 ft

Maximum speed when wheel doors are retracted by means of winch -

During Retraction 150 knots IAS 25º flap
140 knots IAS 42º flap
Retracted 180 knots IAS 25º flap
155 knots IAS 42º flap

Maximum Landing, Taxi and Flare-out Lights Extended Speed: V_{MO}/M_{MO}

I. FOKKER Model F28, Mark 1000 (cont'd)

Center of Gravity (C.G.) Range.

Landing Gear Extended:

Gross Weight Lbs.	FORWARD		AFT	
	Inches aft of datum	% MAC	Inches aft of datum	% MAC
56,700	452.71	20.01	470.65	33.00
53,000 and lower	451.33	19.00	470.65	33.00

When modified in accordance with approved FOKKER F28 Service Bulletin 57-1:

Gross Weight Lbs.	FORWARD		AFT	
	Inches aft of datum	% MAC	Inches aft of datum	% MAC
62,000	454.60	21.37	470.65	33.00
54,500 and lower	451.33	19.00	470.65	33.00

When modified in accordance with approved FOKKER F28 Service Bulletin 55-4:

Gross Weight Lbs.	FORWARD		AFT	
	Inches aft of datum	% MAC	Inches aft of datum	% MAC
63,000	453.90	20.87	473.41	35.00
54,200 and lower	449.95	18.00	473.41	35.00

When modified in accordance with approved FOKKER F28 Service Bulletin 51-5:

Gross Weight Lbs.	FORWARD		AFT	
	Inches aft of datum	% MAC	Inches aft of datum	% MAC
65,000	451.43	19.07	473.41	35.00
60,800 and lower	449.95	18.00	473.41	35.00

Straight line variation between points given.
Gear retraction moment is 5833 in-lbs, nose down.

Maximum Weight.

Takeoff	56,700 lb
Landing	54,000 lb
Zero fuel	46,650 lb

When modified in accordance with approved FOKKER F28 Service Bulletin 57-1:

Takeoff	62,000 lb
Landing	54,000 lb
Zero fuel	47,900 lb

I. FOKKER Model F28, Mark 1000 (cont'd)

Maximum Weight (cont'd)

When modified in accordance with approved FOKKER F28 Service Bulletin 55-4:

Takeoff	63,000 lb
Landing	54,000 lb
Zero fuel	47,900 lb

When modified in accordance with approved FOKKER F28 Service Bulletin 57-9, Revision 1:

Takeoff	63,000 lb
Landing	54,000 lb
Zero fuel	49,900 lb

When modified in accordance with approved FOKKER F28 Service Bulletin 51-5:

Takeoff	65,000 lb
Landing	59,000 lb
Zero fuel	54,500 lb

When modified in accordance with approved FOKKER F28 Service Bulletin 51-23:

Takeoff	65,500 lb
Landing	59,000 lb
Zero fuel	54,500 lb

Minimum Crew. 2 (pilot and copilot).

Maximum Passengers. 70 (See NOTE 5).

Maximum Baggage

Compartment	Station (in.) From	To	Capacity (cu. ft.)	Max. Floor Loading	Arm (in.)
Forward Belly	165.4	369.7	241.0	75 lb/sq ft or 250 lb/ft	267.6
Aft Belly	525.4	666.7	136.0	75 lb/sq ft or 250 lb/ft	594.1
Rear Cabin	632.5	671.8	80.0	75 lb/sq ft 450 lb/ft	656.1

Forward Belly Compartment			Aft Belly Compartment		
Max. structural Capacity (lb)	Comp. 1	1118	Max. structural Capacity (lb)	Comp. 4	810
	Comp. 2	1394		Comp. 5	1230
	Comp. 3	1103			
	TOTAL	3615		TOTAL	2040

Rear Cabin Baggage Compartment

Max. Structural Capacity (lb) 1065

Fuel Capacity. Usable fuel (See NOTE 1 for unusable fuel).

Location	Volume (U.S. Gal.)	Weight (lb)	Arm (in.)
Left Wing	1286.5	8491	470.93
Right Wing	1286.5	8491	470.93
Total	2573.0	16982	

When modified in accordance with approved FOKKER F28 Service Bulletin 28-12:

Center Wing Tank	872.0	5755	429.94
All Tanks Total	3445.0	22737	460.55

Fuel weight based upon fuel density of 6.6. lb/U.S. Gal.

I. FOKKER Model F28, Mark 1000 (cont'd)

Oil Capacity. Usable oil (See NOTE 1 for unusable oil).

Location	Volume (U.S. Gal.)	Weight (lb)	Arm (in.)
Each engine	3.6	27.86	639.8
Total	7.2	55.72	

Oil weight based upon oil density of 7.74 lb/U.S. Gal.

Maximum Operating Altitude. 25,000 ft. (See NOTE 6).

Equipment. The basic required equipment as prescribed in the applicable airworthiness and operating regulations must be installed in the airplane for certification. In addition, the following items of equipment are required:

- Stick shaker, pre-stall warning, reference FOKKER Drawing A40265
- Audible stall warning, reference FOKKER Drawing A40265
- Approved Airplane Flight Manual.

II. Fokker Model F28, Mark 4000 (Transport Category) approved 27 June 1980.

The F28 Mk 4000 is similar to the Mk 1000 except for a wingspan extension of 60 inches, a fuselage stretch of 57 inches in front of and 30 inches aft of the wing, and two overwing emergency exits on both sides.

Engines. 2 Rolls-Royce Two Shaft Bypass Jet Engines: Spey Mk 555-15H

When modified in accordance with approved FOKKER F28 Service Bulletin No. 71-8: Spey Mk. 555-15P (See NOTE 7 regarding intermixing of engines)

Fuel. Eligible engine fuels are listed in Rolls-Royce Operating Instructions, Document No. F-Sp2-F, Appendix 2.

Engine Limits.

Conditions	Thrust (lbs)	RPM % HP	RPM % LP	TGT (ºC)	Time Limit
Max. Takeoff	9900	102.5	109.5	565	5 minutes
Max. Continuous	9520	98.5	108.5	520	Unrestricted
Starting and Relight		-	-	570	2 seconds
Max. Overspeed		105.5	115.5	-	20 seconds
Max. Overtemp.				585	20 seconds

Oil. (See relevant Rolls-Royce Operating Instructions Manual).

Oil Temperature Limits.

Max. 15 min.	120ºC
Max. unrestricted	100ºC

Bleed Air. For max. bleed air extraction from the engine refer to FAA Engine Type Certificate Data Sheet E2EU.

APU Type. Garrett AiResearch GTCP 36-4(A).

Fuel. Eligible APU fuels are listed in Garrett AiResearch Document, Model Specification GTCP-36-4(A) SC-5754.

II. Fokker Model F28, Mark 4000 (cont'd)

APU Limits.

Conditions	Max. RPM (%)	Max. TGT (ºC)
Start	-	705
Transient 10 sec.	110	705
Sustained	105	650

Airspeed Limits (IAS).

V_{MO} (Maximum Operating)

Sea level	331 kts
10,000 ft	336 kts
20,000 ft	343 kts
20,840 ft	344 kts

Straight line variation between points.

M_{MO} 20,840 ft and above M = .75

V_A (Maneuvering)
See approved Airplane Flight Manual.

V_{FE} (Flap Extension)
Flap Setting

25º	200 knots IAS up to 15,000 ft
	180 knots IAS up to 20,000 ft
42º	165 knots IAS up to 20,000 ft

V_{LO} (Landing Gear Operation)
200 knots IAS up to 15,000 ft
180 knots IAS up to 20,000 ft

V_{LE} (Landing Gear Extended)
200 knots IAS up to 15,000 ft
180 knots IAS up to 20,000 ft

Maximum speed when wheel doors are retracted by means of winch -

During Retraction	155 knots IAS 25º flap
	140 knots IAS 42º flap
Retracted	180 knots IAS 25º flap
	155 knots IAS 42º flap

Maximum Landing, Taxi and Flare-out Lights Extended Speed: V_{MO}/M_{MO}

II. Fokker Model F28, Mark 4000 (cont'd)

Center of Gravity (C.G.) Range.

Landing Gear Extended:

Gross Weight Lbs.	FORWARD		AFT	
	Inches aft of datum	% MAC	Inches aft of datum	% MAC
73,000	506.30	15.54	519.13	25.00
71,000	505.16	14.70	523.46	28.20
68,000			525.91	30.00
64,000	502.16	12.50	525.91	30.00
62,350	501.50	12.00		
57,500 & and lower	501.50	12.00	530.00	33.00

When modified in accordance with approved FOKKER F28 Service Bulletin 51-18:

Gross Weight Lbs.	FORWARD		AFT	
	Inches aft of datum	% MAC	Inches aft of datum	% MAC
73,000	503.81	13.71	519.13	25.00
71,000			523.46	28.20
69,500	502.36	12.66	524.69	29.10
68,000			525.91	30.00
66,870	501.50	12.00		
62,000 and lower	501.50	12.00	530.00	33.00

Straight line variation between points.
Gear retraction moment is 5833 in-lb., nose down.

Maximum Weight.

Takeoff	71,000 lb
Landing	64,000 lb
Zero fuel	57,500 lb

When modified in accordance with approved FOKKER F28 Service Bulletin 51-15:

Takeoff	73,000 lb
Landing	64,000 lb
Zero fuel	57,500 lb

When modified in accordance with approved FOKKER F28 Service Bulletin 51-17:

Takeoff	73,000 lb
Landing	65,800 lb
Zero fuel	57,500 lb

When modified in accordance with approved FOKKER F28 Service Bulletin 51-18:

Takeoff	73,000 lb
Landing	69,500 lb
Zero fuel	62,000 lb

II. Fokker Model F28, Mark 4000 (cont'd)

Minimum Crew. 2 (pilot and copilot).

Maximum Passengers. 85 (See NOTE 5).

Maximum Baggage

Compartment	Station (in.) From	To	Capacity (cu. ft.)	Max. Floor Loading	Arm (in.)
Forward Belly	165.4	426.7	308.0	75 lb/sq ft or 250 lb/ft	295.9
Aft Belly	582.4	753.7	171.3	75 lb/sq ft or 250 lb/ft	665.1
Rear Cabin	719.5	758.9	80.0	75 lb/sq ft 450 lb/ft	743.1

Forward Belly Compartment			Aft Belly Compartment		
Max. structural Capacity (lb)	Comp. 1	1118	Max. structural Capacity (lb)	Comp. 5	1340
	Comp. 2	1394		Comp. 6	1230
	Comp. 3	1394		TOTAL	2570
	Comp. 4	714			
	TOTAL	4620			

Rear Cabin Baggage Compartment
Max. Structural Capacity (lb) 1065

Fuel Capacity. Usable fuel (See NOTE 1 for unusable fuel).

Location	Volume (U.S. Gal.)	Weight (lb)	Arm (in.)
Left Wing	1286.5	8491	527.93
Right Wing	1286.5	8491	527.93
TOTAL	2573.0	16982	

Total usable fuel by pressure fueling is 2546.7 U.S. Gal.

When modified in accordance with approved FOKKER F28 Service Bulletin 28-12:

Center Wing Tank	872.0	5755	486.94
All Tanks Total	3445.0	22737	517.55

Fuel weight based upon fuel density of 6.6. lb/U.S. Gal.

Oil Capacity. Usable oil (See NOTE 1 for unusable oil).

Location	Volume (U.S. Gal.)	Weight (lb)	Arm (in.)
Each engine	3.6	27.86	726.8
Total	7.2	55.72	

Oil weight based upon oil density of 7.74 lb/U.S. Gal.

Maximum Operating Altitude. 25,000 ft. (See NOTE 6).

Equipment. The basic required equipment as prescribed in the applicable airworthiness and operating regulations must be installed in the airplane for certification. In addition, the following items of equipment are required:

- Stick shaker, pre-stall warning, reference FOKKER Drawing A40265
- Audible stall warning, reference FOKKER Drawing A40265
- Two nickel cadmium batteries, reference FOKKER Drawing A43250
- Approved Airplane Flight Manual.

III. FOKKER Model F28 Mark 3000 (Transport Category) Approved 12 November 1982.
The F28 Mk 3000 is similar to the Mk 1000 except for a wingspan extension of 60 inches.

Engines. 2 Rolls-Royce Two Shaft Bypass Jet Engines: Spey Mk 555-15H.

Fuel. Eligible engine fuels are listed in Rolls-Royce Operating Instructions, Document No. F-Sp2-F, Appendix 2.

Engine Limits.

Conditions	Thrust (lbs)	RPM % HP	RPM % LP	TGT (ºC)	Time Limit
Max. Takeoff	9900	102.5	109.5	565	5 minutes
Max. Continuous	9520	98.5	108.5	520	Unrestricted
Starting and Relight		-	-	570	2 seconds
Max. Overspeed		105.5	115.5	-	20 seconds
Max. Overtemp.				585	20 seconds

Oil. See relevant Rolls-Royce Operating Instructions Manual.

Oil Temperature Limits. Max. 15 min. 120ºC
Max. unrestricted 100ºC

Bleed Air. For max. bleed air extract from the engine refer to FAA Engine Type Certificate Data Sheet E2EU.

APU Type. Garret AiResearch GTCP 36-4(A).

Fuel. Eligible APU fuels are listed in Garrett AiResearch Document, Model Specification GTCP-36-4(A) SC-5754.

APU Limits.

Conditions	Max. RPM (%)	Max. TGT (ºC)
Start	-	705
Transient 10 sec.	110	705
Sustained	105	650

Airspeed Limits (APU).

V_{MO} (Maximum Operating)

Sea level	331 kts
10,000 ft	336 kts
20,000 ft	343 kts
20,840 ft	344 kts

Straight line variation between points.

M_{MO} 20,840 ft and above M = .75

V_A (Maneuvering)
See approved Airplane Flight Manual.

V_{FE} (Flap Extension)
Flap Setting

25º	200 knots IAS up to 15,000 ft
	180 knots IAS up to 20,000 ft
42º	165 knots IAS up to 20,000 ft

III. FOKKER Model F28 Mark 3000 (cont'd)

Airspeed Limits (APU). (cont'd)

V_{LO} (Landing Gear Operation)
200 knots IAS up to 15,000 ft
180 knots IAS up to 20,000 ft

V_{LE} (Landing Gear Extended)
200 knots IAS up to 15,000 ft
180 knots IAS up to 20,000 ft

Maximum speed when wheel doors are retracted by means of winch -

During Retraction	150 knots IAS 25º flap
	140 knots IAS 42º flap
Retracted	180 knots IAS 25º flap
	155 knots IAS 42º flap

Maximum Landing, Taxi and Flare-out Lights Extended Speed: V_{MO}/M_{MO}

Center of Gravity (C.G.) Range.

Landing Gear Extended:

Gross Weight Lbs.	FORWARD		AFT	
	Inches aft of datum	% MAC	Inches aft of datum	% MAC
73,000	452.95	18.26	466.85	28.50
71,000	451.33	17.20	470.94	31.50
68,500			474.34	34.00
64,000	448.38	14.88	474.34	34.00
61,650	447.59	14.30		
56,000 and lower	447.59	14.30	475.69	35.00

Straight line variation between points. Gear retraction moment is 5833 in-lb, nose down.

Maximum Weight.

Takeoff	73,000 lb
Landing	64,000 lb
Zero fuel	56,000 lb

Minimum Crew. 2 (pilot and copilot).

Maximum Passengers. 70 (See NOTE 5).

Maximum Baggage.

Compartment	Station (in.)		Capacity	Max. Floor	C.G. Location
	From	To	(Cu. ft)	Loading	(in)
Forward Belly	165.4	369.7	241.0	75 lb/sq ft and 250 lb/ft	267.6
Aft Belly	525.4	666.7	136.0		594.1
Rear Cabin Baggage Compt.	632.5	671.9	80.0	75 lb/sq ft & 450 lb/ft	656.1

III. FOKKER Model F28 Mark 3000 (cont'd)

Maximum Baggage

Forward Belly Compartment

Max. structural Capacity (lb)	Comp. 1	1118
	Comp. 2	1394
	Comp. 3	1103
	TOTAL	3615

Aft Belly Compartment

Max. structural Capacity (lb)	Comp. 4	810
	Comp. 5	1230
	TOTAL	2040

Rear Cabin Baggage Compartment
Max. Structural Capacity (lb) 1065

Fuel Capacity.

Usable fuel (See NOTE 1 for unusable fuel).

Location	Volume (U.S. Gal.)	Weight (lb)	Arm (in.)
Left Wing	1286.5	8491	470.93
Right Wing	1286.5	8491	470.93
Total	2573.0	16982	

Total usable fuel by pressure fueling is 2546.7 U.S. Gal.

When modified in accordance with approved FOKKER F28 Service Bulletin 28-12:

Center Wing Tank	872.0	5755	429.94
All Tanks Total	3445.0	22737	460.55

Fuel weight based upon fuel density of 6.6. lb/U.S. Gal.

Oil Capacity.

Usable oil (See NOTE 1 for unusable oil).

Location	Volume (U.S. Gal.)	Weight (lb)	Arm (in.)
Each engine	3.6	27.86	639.8
Total	7.2	55.72	

Oil weight based upon oil density of 7.74 lb/U.S. Gal.

Maximum Operating Altitude.

25,000 ft. (See NOTE 6).

Equipment.

The basic required equipment as prescribed in the applicable airworthiness and operating regulations must be installed in the airplane for certification. In addition, the following items of equipment are required:

- Stick shaker, pre-stall warning, reference FOKKER Drawing A40265
- Audible stall warning, reference FOKKER Drawing A40265
- Two nickel cadmium batteries, reference FOKKER Drawing A43250
- Approved Airplane Flight Manual.

IV. FOKKER Model F28 Mark 2000 (Transport Category) approved 29 October 1986.

The Mk 2000 is basically a Mk 1000, with a fuselage stretch of 57 inch in front of and 30 inch aft of the wing.

Engines.

2 Rolls-Royce Two Shaft Bypass Jet Engines: Spey Mk 555-15.

When modified in accordance with approved Fokker F28 Service Bulletin No. 71-9: Spey Mk 555-15N. (See NOTE 7 regarding intermixing of engines).

Fuel.

Eligible engine fuels are listed in Rolls-Royce Operating Instructions, Document No. F-Sp2-F, Appendix 2.

IV. FOKKER Model F28 Mark 2000 (cont'd)

Engine Limits.

Conditions	Thrust (lbs)	RPM %		TGT (ºC)	Time Limit
		HP	LP		
Max. Takeoff	9850	101.0	108.5	520	5 minutes
Max. Continuous	9470	98.5	108.5	490	Unrestricted
Starting and Relight		-	-	540	2 seconds
Max. Overspeed		104.5	115.5	-	20 seconds
Max. Overtemp.				540	20 seconds

Oil. See relevant Rolls-Royce Operating Instructions Manual.

Oil Temperature Limits.
Max. 15 min. 120ºC
Max. unrestricted 100ºC

Bleed Air. For max. bleed air extraction from the engine refer to FAA Engine Type Certificate Data Sheet E2EU.

APU Type. Garrett AiResearch GTCP 36-4(A).

Fuel. Eligible APU fuels are listed in Garrett AiResearch Document, Model Specification GTCP-36-4(A) SC-5754.

APU Limits.

Conditions	Max. RPM (%)	Max. TGT (ºC)
Start	-	705
Transient 10 sec.	110	705
Sustained	105	650

Airspeed Limits (IAS).

V_{MO} (Maximum Operating)

Sea level	331 kts
10,000 ft	336 kts
20,000 ft	343 kts
20,840 ft	344 kts

Straight line variation between points.

M_{MO} 20,840 ft and above M = .75

V_A (Maneuvering)
See approved Airplane Flight Manual.

V_{FE} (Flap Extension)

Flap Setting	
25º	200 knots IAS up to 15,000 ft
	180 knots IAS up to 20,000 ft
42º	165 knots IAS up to 20,000 ft

For airplane serial numbers 11042 and subsequent or when modified in accordance with approved Fokker F28 Service Bulletin 51-5:

42º	165 knots IAS up to 20,000 ft

V_{LO} (Landing Gear Operation)
200 knots IAS up to 15,000 ft
180 knots IAS up to 20,000 ft

IV. FOKKER Model F28 Mark 2000 (cont'd)

V_{LE} (Landing Gear Extended)

200 knots IAS up to 15,000 ft
180 knots IAS up to 20,000 ft

Maximum speed when wheel doors are retracted by means of winch -

During Retraction	150 knots IAS 25º flap 140 knots IAS 42º flap
Retracted	180 knots IAS 25º flap 155 knots IAS 42º flap

Maximum Landing, Taxi and Flare-out Lights Extended Speed: V_{MO}/M_{MO}

Center of Gravity (C.G.) Range.

Landing Gear Extended:

Gross Weight Lbs.	FORWARD		AFT	
	Inches aft of datum	% MAC	Inches aft of datum	% MAC
65,000	504.95	16.55	523.51	30.00
64,000			530.41	35.00
59,400	502.81	15.00	530.41	35.00
and lower	502.81	15.00	530.41	35.00

The FORWARD C.G. limits for weights between 65,000 lb and 59,500 lb shall be interpolated linearly.

The AFT C.G. limits for weights between 65,000 lb and 64,000 lb shall be interpolated linearly.

LANDING GEAR EXTENDED

Gross Weight Lbs.	FORWARD		AFT	
	Inches aft of datum	% MAC	Inches aft of datum	% MAC
65,000	503.77	15.70	533.17	37.00
59,400	501.42	14.00	533.17	37.00
and lower	501.42	14.00	533.17	37.00

The C.G. limits for weights between 65,000 lb and 59,400 lb. shall be interpolated linearly.

Gear retraction moment is 5833 in. lb. nose down.

Maximum Weight.

Takeoff	65,000 lb
Landing	59,000 lb
Zero fuel	54,500 lb

Minimum Crew. 2 (pilot and copilot).

Maximum Passengers. 79 (See NOTE 5).

IV. FOKKER Model F28 Mark 2000 (cont'd)

Maximum Baggage.

Compartment	Station (in.) From	Station (in.) To	Capacity (Cu. ft)	Max. Floor Loading	C.G. Location (in)
Forward Belly	165.4	426.7	308.0	75 lb/sq ft and 250 lb/ft	259.9
Aft Belly	582.4	753.7	171.3		665.1
Rear Cabin Baggage Compt.	719.5	758.9	80.0	75 lb/sq ft and 450 lb/ft	743.1

Maximum Baggage

Forward Belly Compartment			Aft Belly Compartment		
Max. structural Capacity (lb)	Comp. 1	1118	Max. structural Capacity (lb)	Comp. 5	1340
	Comp. 2	1394		Comp. 6	1230
	Comp. 3	1394		TOTAL	2570
	Comp. 4	714			
	TOTAL	4620			

Rear Cabin Baggage Compartment
Max. Structural Capacity (lb) 1065

Fuel Capacity.

Usable fuel (See NOTE 1 for unusable fuel).

Location	Volume (U.S. Gal.)	Weight (lb)	Arm (in.)
Left Wing	1286.5	8491	470.93
Right Wing	1286.5	8491	470.93
Total	2573.0	16982	

When modified in accordance with approved FOKKER F28 Service Bulletin 28-12:

Center Wing Tank	872.0	5755	429.94
All Tanks Total	3445.0	22737	460.55

Fuel weight based upon fuel density of 6.6. lb/U.S. Gal.

Oil Capacity.

Usable oil (See NOTE 1 for unusable oil).

Location	Volume (U.S. Gal.)	Weight (lb)	Arm (in.)
Each engine	3.6	27.86	726.8
Total	7.2	55.72	

Oil weight based upon oil density of 7.74 lb/U.S. Gal.

Maximum Operating Altitude.

25,000 ft. (See NOTE 6).

Equipment.

The basic required equipment as prescribed in the applicable airworthiness and operating regulations must be installed in the airplane for certification. In addition, the following items of equipment are required:

- Stick shaker, pre-stall warning, reference FOKKER Drawing A40265
- Audible stall warning, reference FOKKER Drawing A40265
- Approved Airplane Flight Manual.

OTHER DATA PERTINENT TO MODELS F28 MARK 1000, 2000, 3000 AND 4000:

Datum.

Tip of aircraft nose section, Station 0.
87.4 inches forward of front leveling pin.

MAC.

Mk 1000:
138.03 inches (leading edge of MAC is 425.10 inches aft of datum).

Mk 2000:
138.03 inches (leading edge of MAC is 482.10 inches aft of datum).

Mk 3000:
135.75 inches (leading edge of MAC is 428.18 inches aft of datum).

Mk 4000:
135.75 inches (leading edge of MAC is 485.19 inches aft of datum).

Leveling Means.

- Two leveling pins mounted on the righthand side of the nosewheel bay at station 2434 and at station 3462.
- The forward end of each seat rail (station 4875).
- Two brackets mounted behind the rear pressure bulkhead at station 18024 on the Mk 1000 and 3000, and at station 20234 on the Mk 4000/Mk 2000.
- For optical leveling two red marked protruding rivets are mounted on both sides of the fuselage on the outer skin; one at station 4960 and one at station 14350 on the Mk 1000 and 3000; one at station 4960 and one at station 16560 on the Mk 4000 and Mk 2000.

Control Surface Movements.

Surface	Travel	
Elevator	Up	25º
	Down	15º
Rudder	Left	33º
	Right	33º
Ailerons	Up	20º
	Down	20º
Flaps (total)		42º
Lift Dumpers		60º
Speedbrakes		60º
Stabilizer	Up	2º30'
	Down	8º20'

Service Information.

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003 – by RLD or CAA-NL. Any such documents are accepted by the FAA and are considered FAA approved:
Instructions for Continued Airworthiness consisting of:
- Structural Repair Manual
- Service Bulletins
- Structural Inspection Program (SIP) Document
- Airworthiness Recommendations Catalog (ARC)
- Corrosion Control Program (CCP) Document
- Maintenance Schedule, Maintenance Data or Custormer Maintenance Program (ref. NTO 182)

Service bulletins, repair instructions (letters, drawings, specifications, forms used for transmitting repair descriptions, etc.), structural repair manuals, airplane flight manuals, vendor manuals, and overhaul and maintenance manuals that are published in the English language and indicate applicability to the U.S. approved type designs included in this Type Certificate and that include a statement "RLD, CAA/NL or EASA Approved" are accepted by the FAA and are considered "FAA Approved."

Additionally, Fokker Services as a DOA holder has been given authorization by EASA to approve Service Bulletins (SB) that are not associated with Airworthiness Directives. Accordingly, Service Bulletins and repair instructions which contain a statement "The technical content of this document is approved under the authority of DOA ref. EASA.21J.059" are considered EASA approved and are therefore accepted by the FAA and are considered FAA approved.
For approvals made before September 28, 2003 the statement "The technical information contained in this document has been approved under the authority of FAA Design Organization Approval no. RLD.JA.001" may have been used and are also considered FAA approved.

Certification basis for Models F28, Mark 1000, 2000, 3000 and 4000:

FAR 21.29; FAR 25 effective 1 February 1965 including Amendments 25-1 through 25-11, and 25-14.

Special Conditions notified in FAA letter dated 30 November 1967 to the RLD/CAA-NL, Kingdom of the Netherlands.

Special retroactive requirements of Amendment 25-15 (Sections 25.2(a) and (b)).

The Netherlands Code for Airworthiness of Transport Category Aircraft, dated March 1967, plus FAR 25.473, 25.479, 25.485, and 25.1011 plus the Special Conditions notified in FAA letter to the RLD/CAA-NL dated 30 November 1967, were found to provide a level of safety equivalent to FAR 25 effective 1 February 1965 plus Amendments 25-1 through 25-10, to enable certification under the provisions of FAR 21.29 (a)(1)(ii).

Compliance has been shown with:
- SFAR 27, Amendments 27-1 through 27-3 (Fuel Venting) by incorporation of Rolls-Royce Modification 5338 for the Mk 4000.
- SFAR 27, Amendments 27-1 through 27-4 (Fuel Venting) by incorporation of Rolls-Royce Modification 5338 for the MK 3000 and Mk 2000.
- FAR Part 36, Amendment 36-1: Mk 1000 and Mk 2000.
- FAR Part 36, Amendment 36-1 through 36-8: Mk 4000 and 3000.
- FAR Part 36, Amendment 36-1 through 36-12: Mk 4000 equipped with Rolls-Royce RB 183 Mk. 555-15P engines.

Certification with the ditching provisions of FAR 25.801 has not been requested by Fokker, BV. If overwater operation is to be approved, compliance with FAR 25.801 must be demonstrated.
Compliance with the optional requirements of FAR 25.1419, Icing Protection has been established.

Compliance with the following requirements which were not required based on the effective application date in accordance with FAR 21.17(c)(2) was elected by the manufacturer in accordance with FAR 21.17(d):

- FAR 25, Amendments 25-12, 25-13, 25-16 through 25-20
- FAR 25, Powerplant requirements, applicable to the APU installation, including Amendments 25-1 through 25-20.

In addition, for the Mk 4000, Mk 3000 and Mk 2000
- FAR 25, Amendment 25-21 and 25-22
- FAR 25, Amendment 25-24 if SFENA horizon 701-15-V4 has been installed
- FAR 25, Amendments 25-25, 25-28 through 25-31
- Sections 25.803(e)(1) and (e)(2); 25.811(d)(1), (d)(2), and (d)(3); 25.812(a), (c), (d), (e), (f), (g)(1), (g)(2); and 25.813(c) as amended by Amendments 25-32
- FAR 25, Amendments 25-33, 25-34, and 25-37
- FAR 25, Amemdment 25-35 if Engine Rotor System Unbalance is installed
- Section 25.1353 as amended by Amendments 25-41 and 25-42

Certification basis for Models F28, Mark 1000, 2000, 3000 and 4000: (cont'd)

Type Certificate A20EU, issued 24 March 1969 for the Mk 1000 and amended 27 June 1980 for the Mk.4000, 12 November 1982 for the Mk.3000 and 29 October 1986 for the Mk.2000. Effective Date of Application for Type Certificate per FAR 21.17(c)(2): 28 October 1966.

Based on 14 CFR § 21.29(a) for new import TCs, (or § 21.101(g) for changes to TCs), applicable provisions of 14 CFR part 26 are included in the certification basis. For any future 14 CFR part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

Exemption No. 9804 has been issued for the Fokker F.28 Mk 1000 through 4000 to the requirements of 14 CFR Part 26 Sections 26.11, 26.43, 26.45 and 26.49.

This exemption grants relief to Fokker Services B.V., from having to meet the requirements of § 26.11 for development of EWIS ICA and of §§ 26.43, 26.45, and 26.49 for development of damage tolerance data for repairs and alterations. See NOTE (10)

"CAA-NL (formerly RLD) originally type certificated these aircraft under its type certificate Number A23F. The FAA validated this product under U.S. Type Certificate Number A20EU. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of CAA-NL."

V. Fokker Model F.28 Mark 0100 (Transport Category) approved April 21, 1989.

The F.28 Mk0100 (based on the Mk4000) will have two high by-pass ratio engines with thrust reversers; extensive use of composites; increased fuselage length by 18.83 feet with plugs foward and aft of the wing; increased wing span by 9.8 feet; increased wing chord and improved aerodynamics with extended leading and trailing edges; increased horizontal stabilizer span by 4.6 feet; new flaps; larger ailerons; strengthened landing gear with new wheels and brakes; increased passenger count from 85 to 109 in the basic version; increased maximum weights; advanced digital electronic flight deck with integrated flight management system; autopilot/flight director, including CAT III autoland capability, and thrust management system; electronic flight instrument displays and full ARINC avionics.

Engine. Two Rolls-Royce Two Shaft High Bypass Ratio Jet Engines with Thrust Reversers: TAY 620-15 or TAY 650-15.

Fuel Specification. Eligible engine fuels are listed in the approved Airplane Flight Manual.

Fuel Capacity. Usable fuel (See NOTE 1 for unusable fuel)
Configuration with center wing bag tanks (Standard).

LOCATION	Volume (US Gal)	Weight (lb)	Arm (in)
Wing tanks	2557	17073	672.0
Center tanks	830	5540	631.2
Total	3387	22611	662.0

Total usable fuel by pressure fueling is 3345 US gal. Fuel weight based upon fuel density of 6.6 lb/US Gal. (0.8 kg/1)

Above mentioned table is applicable to an aircraft with the standard bag tank configuration. From a/c s/n 11442 and up an integral center wing was introduced. For this configuration the following table is applicable:

LOCATION	Volume (US Gal)	Weight (lb)	Arm (in)
Wing tanks	2547	17002	671.7
Center tanks	984	6570	630.4
Total	3531	23572	660.2

Total Usable Fuel by pressure fueling is 3547 U.S. Gal.
Fuel weight is based upon fuel density of 6.6 lb/U.S. Gal (0.8 kg/1)

Oil Specifications. Refer to the approved Airplane Flight Manual.

Oil Capacity. Usable oil (See NOTE 1 for unusable oil)

Location	Volume (US Gal)	Weight (lb)	Arm (in)
Each engine	1.3	11.0	945.5
Total	2.6	22.0	945.5

Oil weight based upon oil density of 7.74 lb/US gal.

Oil Pressure Limits.

Minimum acceptance for flight: Takeoff 30 psi
Minimum to complete flight: Low idle to 78% N_2 : 16 psi rising to 25 psi at Max Continuous following a straight line relationship.

Oil Temperature Limits.

Minimum for starting : minus 50º C
Minimum before increasing power : minus 30º C
Maximum (unrestricted) : plus 105º C
Maximum (15 minutes) transient : plus 120º C

Fuel Temperature Limits.

The limits for the Tay 650-15 engine are:
Maximum (unrestricted) : plus 95º C
Maximum (15 minutes) transient : plus 130º C

The limits for the Tay 620-15 engine are:
Maximum (unrestricted) : plus 90º C
Maximum (15 minutes) transient : plus 120º C

Bleed Air. For maximum bleed air extraction from the engine refer to FAA Engine Type Certificate Data Sheet No. E25NE.

Engine Limits.
TAY 620-15

Condition	N_1%	N_2%	MAX TGT ºC	Time Limit
During starts	-	-	700	Momentary (not exceeding 2 seconds)
During relights	-	-	780	
Max Take-off	96.5	103.5	800	5 minutes
Max Continuous	96.5	100.5	735	Unrestricted
Max Overspeed	99.3	106.6	-	20 seconds
Max Overtemperature	-	-	820	20 seconds
Low Idle (Min)	-	47.9	-	Unrestricted

Note: This is a minimum below which N_2% should not fall.

V. Fokker Model F28 Mark 0100 (Transport Category) (cont'd)

Engine Limits.
TAY 650-15

Condition	N_1%	N_2%	MAX TGT °C	Time Limit
During starts	-	-	740	Momentary (not exceeding
during relights	-	-	780	2 seconds)
Max Take-off	95.5	103.5	850	5 minutes
Max Continuous	95.5	100.5	795	Unrestricted
Max Overspeed	98.3	106.6	-	20 seconds
Max Overtemperature	-	-	870	20 seconds
Low Idle (Min) *Note: This is a minimum below which N_2% should not fall.*	-	47.9	-	Unrestricted

NOTE 1.: *100 per cent N_1 = 8.393 rpm*
100 per cent N_2 = 12.136 rpm

NOTE 2.: *To avoid high fan blade stresses, stabilized ground operation in the N_1 rpm range of 62 to 80 per cent is not permitted with a static airplane and wind velocities in excess of 15 kts.*

Thrust Reverser Limits. See the approved Airplane Flight Manual.

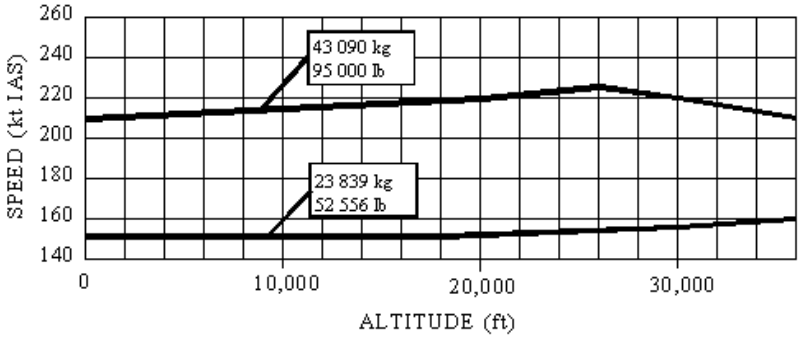
APU Type. Garrett GTCP 36-150 (R) and GTCP 36-150 (RR)

APU Fuels. Eligible APU fuels are listed in the approved Airplane Flight Manual.

Airspeed Limits (IAS).
V_{mo}/M_{mo} Maximum operating limit speed 320 kts / M 0.75
For S/N 11276 and up M_{MO} increased to: M 0.77

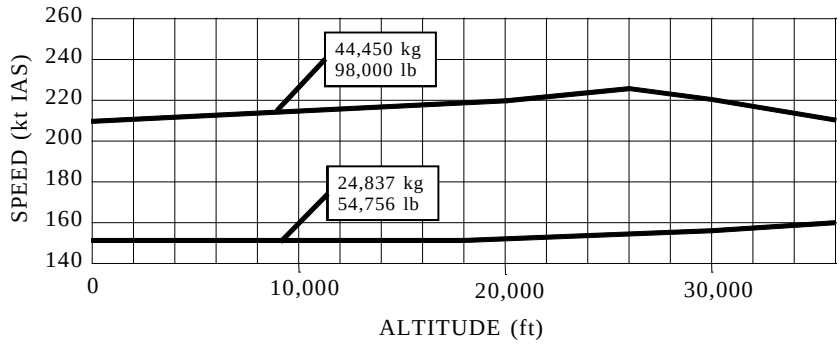
V_A Maximum design maneuvering speed:
Airspeed Limits (V_A -F28 Mk0100)

95,000 lb:

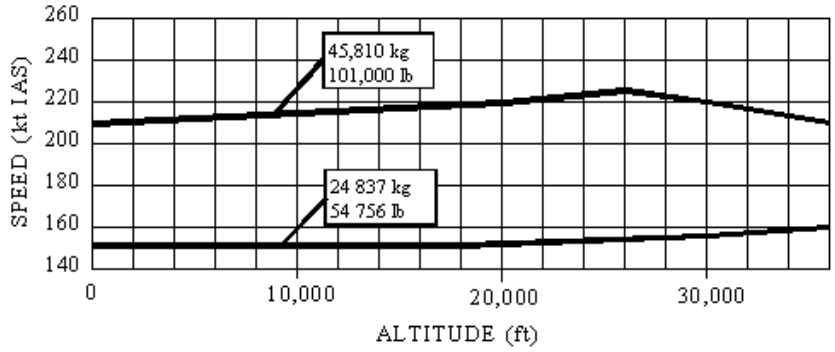


V. Fokker Model F28 Mark 0100 (Transport Category) (cont'd)

When modified in accordance with approved Service Bulletin F100-51-001: 98,000 lb.



When modified in accordance with approved Fokker modification ECR 91408: 101,000 lb.



Full application of rudder and aileron controls, as well as maneuvers that involve angle of attack near the stall, should be confined to speeds below V_A

V_{RA}/M_{RA} Rough air speed: 250 kts/ M 0.65

V_{FE} Maximum flap extended speed:

flaps at	
	8º : 250 kts/ M 0.50
	15º and 25º : 220 kts/ M 0.45
	42º : 180 kts/ M 0.36

Maximum flap extended altitude: 20,000 ft

V_{LO}/V_{LE} Maximum Landing gear extended and operating speed: 200 kts.
Maximum Landing gear extended altitude: 25,000 ft.
Maximum Lift dumper extension speed: 170 kts.

Maximum Operating Altitude. 35,000 ft.

Maximum Weights.

Max Taxi weight:	41,225 kg (90,875 lbs)
Max Take-off weight:	40,995 kg (90,375 lbs)
Max Landing weight:	39,915 kg (88,000 lbs)
Max Zero Fuel weight:	36,740 kg (81,000 lbs)
or	
Max Taxi weight:	42,230 kg (93,100 lbs)
Max Take-off weight:	41,995 kg (92,590 lbs)
Max Landing weight:	39,915 kg (88,000 lbs)
Max Zero Fuel weight:	36,740 kg (81,000 lbs)
or	

Maximum Weights. (cont'd)

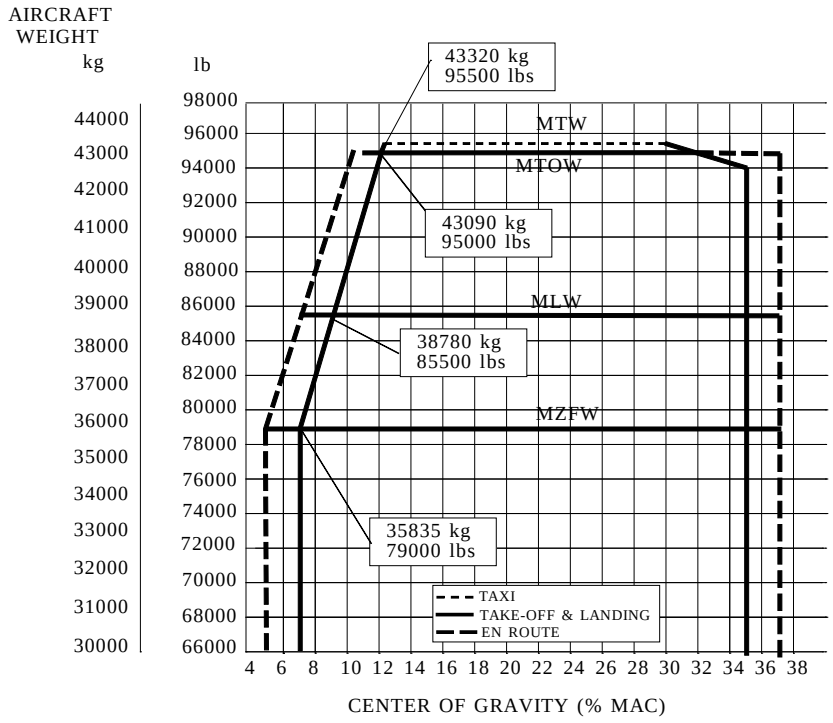
Max Taxi weight: 43,320 kg (95,500 lbs)
Max Take-off weight: 43,090 kg (95,000 lbs)
Max Landing weight: 38,780 kg (85,500 lbs)
Max Zero Fuel weight: 35,835 kg (79,000 lbs)

When modified in accordance with approved Service Bulletin No. F100 51-001:
Max Taxi weight: 44,680 kg (98,500 lbs)
Max Take-off weight: 44,450 kg (98,000 lbs)
Max Landing weight: 39,915 kg (88,000 lbs)
Max Zero Fuel weight: 36,740 kg (81,000 lbs)

When modified in accordance with approved Service Bulletin No. F100 51-010:
Max Taxi weight: 46,040 kg (101,500 lbs)
Max Takeoff weight: 45,810 kg (101,000 lbs)
Max Landing weight: 39,915 kg (88,000 lbs)
Max Zero Fuel weight: 36,740 kg (81,000 lbs)

When modified in accordance with approved Service Bulletin No. F100 51-012:
Max Taxi weight: 44,225 kg (97,500 lbs)
Max Takeoff weight: 43,995 kg (97,000 lbs)
Max Landing weight: 39,915 kg (88,000 lbs)
Max Zero Fuel weight: 36,740 kg (81,000 lbs)

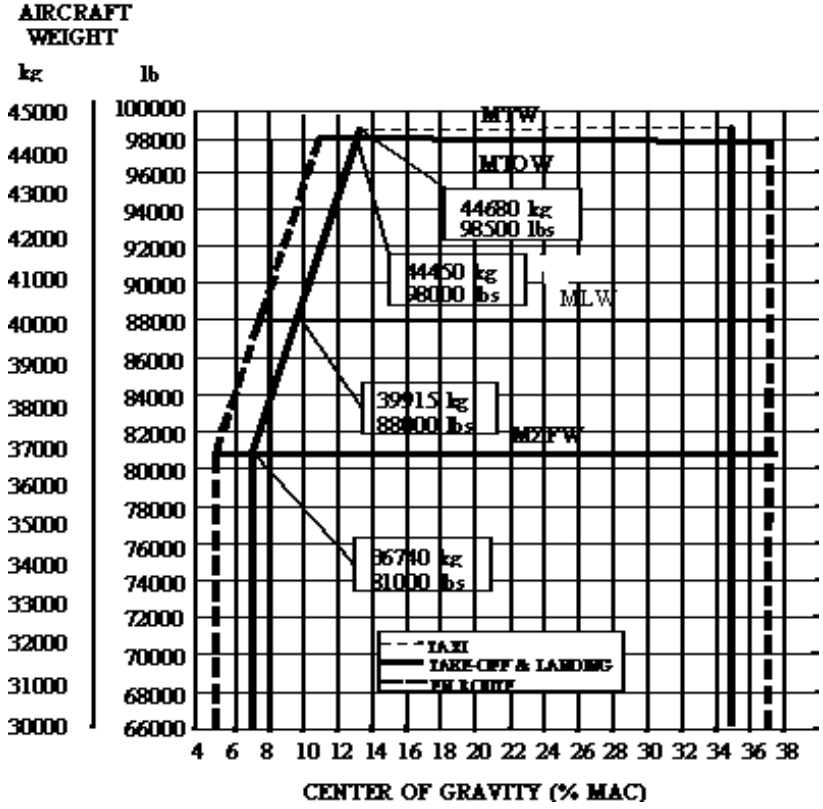
C.G. Range 95,000 lbs.



V. Fokker Model F28 Mark 0100 (Transport Category) (cont'd)

When modified in accordance with approved Service Bulletin No. F100 51-001:

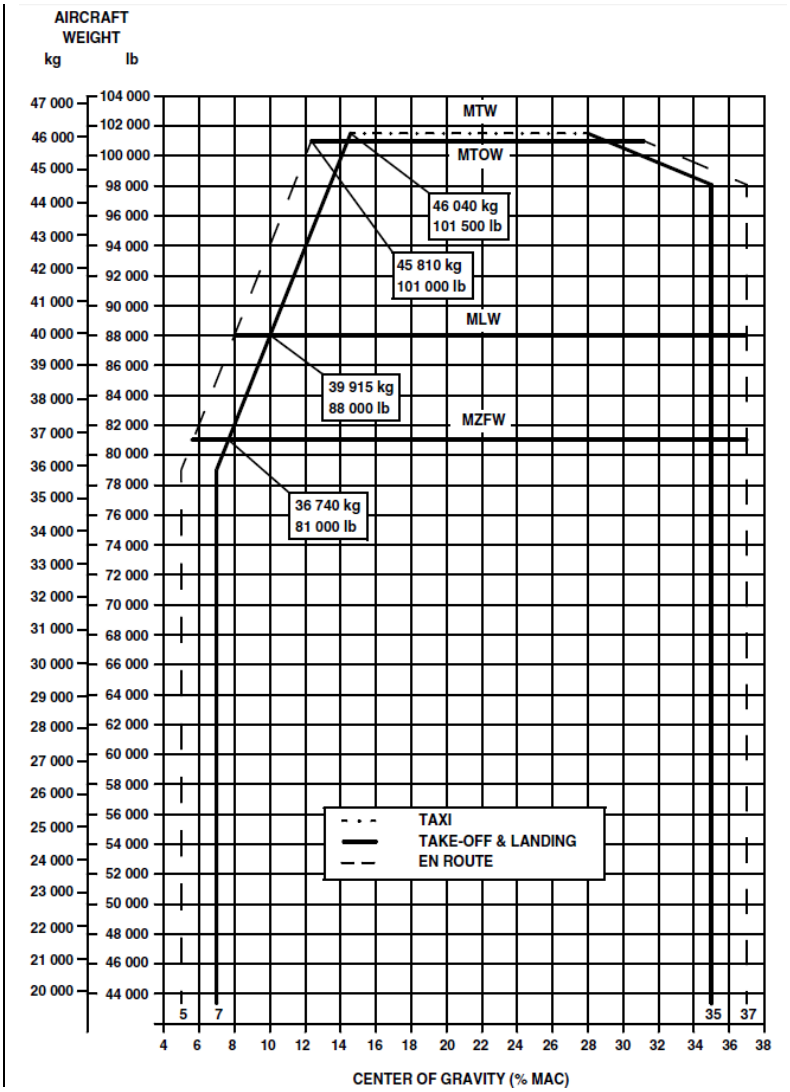
98,000 lb. Center of Gravity - F28 Mk0100



V. Fokker Model F28 Mark 0100 (Transport Category) (cont'd)

C.G. Range — When modified in accordance with approved Fokker Service Bulletin No. F100 51-010:

101,000 lb Center of Gravity -F.28 Mk0100



Datum. — The datum referred to is defined as the Fuselage Datum (Station Zero), which is 2434 mm (95.8 inch) forward aft of the front leveling pin. (Tip of the aircraft nose section).

M.A.C. — The Mean Aerodynamic Cord is 3832.6 mm (12 ft 6.9 inch).

Leveling Means. — Two leveling pins are installed on RH side of the nose gear bay for checking the longitudinal level of the aircraft.
Two brackets are installed on the aft wall of the APU compartment for checking the lateral level of the aircraft.

Minimum Flight Crew. — 2 (Pilot and Co-pilot)

Maximum Passengers Seating — See Note 5.

Maximum Baggage. — Refer to the appropriate document "Basic Weight and Balance Information".

V. Fokker Model F28 Mark 0100 (Transport Category) (cont'd)

Control Surface Movements (Max).	Elevator	Up	25º	Down	15º
	Rudder	Left	33º	Right	33º
	Aileron	Up	20º	Down	20º

Control Surface Movements (Max). (cont'd)

Flap: single slotted	18º
double slotted	42º
Liftdumpers	60º
Horz. Stabilizers	+ 3º (A/C nose down)
	-9º (A/C nose up)
Speed brakes	60º

Equipment.

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

- The approved Airplane Flight Manual issued for the applicable aircraft serial number.

Service Information.

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003 – by RLD or CAA-NL. Any such documents are accepted by the FAA and are considered FAA approved.:

- Structural Repair Manual
- MRB document
- Maintenance Planning Document
- Service Bulletins
- Airworthiness Recommendations Catalog (ARC)
- Certification Maintenance Requirements (CMR), Airworthiness Limitation Items (ALI),
- Safe Life Items (SLI)

Service bulletins, repair instructions (letters, drawings, specifications, forms used for transmitting repair descriptions, etc.), structural repair manuals, airplane flight manuals, vendor manuals, and overhaul and maintenance manuals that are published in the English language and indicate applicability to the U.S. approved type designs included in this Type Certificate and that include a statement "RLD, CAA/NL, or EASA Approved" are accepted by the FAA and are considered "FAA Approved."

Additionally, Fokker Services as a DOA holder has been given authorization by EASA to approve Service Bulletins (SB) that are not associated with Airworthiness Directives. Accordingly, Service Bulletins and repair instructions which contain a statement "The technical content of this document is approved under the authority of DOA ref. EASA.21J.059" are considered EASA approved and are therefore accepted by the FAA and are considered FAA approved.
For approvals made before September 28, 2003 the statement "The technical information contained in this document has been approved under the authority of FAA Design Organization Approval no. RLD.JA.001" may have been used and are also considered FAA approved.

Certification Basis for F.28 Mark 0100

1. FAR Part 25 dated February 1, 1965 as amended by Amendments 25-1 through 25-60 effective June 16, 1986, except paragraph 25.631, and those paragraphs affected by Am 25-57 effective March 26, 1984, and except the paragraphs amended as follows:
   Am 25-22 effective May 2, 1970 - 25.1309 (for modified systems only)
   Am 25-41 effective September 1, 1977 - 25.109
   Am 25-54 effective October 14, 1980 - 25.783 (see Note 9)
   Am 25-72 effective August 20, 1990 - 25.791(d) and (e)
   Compliance has been demonstrated to the following optional requirement:

- Ditching, FAR § 25.801

2. FAR Part 36 effective December 1, 1969, as amended through Am 36-16 effective November 22, 1988.

3. SFAR 27 as amended through Am 27-6 effective March 28, 1986.

4. Special condition 25-ANM-14 issued on October 19, 1987 (Lightning Protection for Electronic Devices).

5. Equivalent Level of Safety Findings:

25.729(e)(2) and (e)(3)	Landing Gear Warning System
25.811(e)(3)	Emergency Exit Markings
25.901(d)	APU Installation - Instruments
25.1307(d)	Total loss of all cockpit communication

6. Exemptions: none

Based on § 21.17(a) for new TCs, or § 21.101(g) for changes to TCs, applicable provisions of part 26 are included in the certification basis. For any future part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections

VI. Fokker model F28 Mk0070 (Transport Category) approved, October 14, 1994

The F28 Mk0070 model is derived from the F.28 Mk0100 and differs only in the fuselage length being reduced by 4.623 metres (182 inches).

Engine. Two Rolls-Royce Two Shaft High Bypass Ratio Jet Engines with Thrust Reversers: TAY 620-15.

Fuel Specification. Eligible engine fuels are listed in approved Airplane Flight Manual.

Fuel Capacity. Usable fuel (See NOTE 1 for unusable fuel)
Standard two tank configuration:

LOCATION	Volume (US Gal)	Weight (lb)	Arm (in)
Wing tanks	2547	17002	575.1

Configuration with optional Integral Center Wing Tank:

LOCATION	Volume (US Gal)	Weight (lb)	Arm (in)
Wing tanks	2547	17002	575.1
Center tanks	984	6570	534.3
Total	3531	23572	565.1

Total usable fuel by pressure fueling for the two tank configuration is 2493 US Gal. Include. ICWT the total usable fuel by pressure fueling is 3547 US Gal. Fuel weight is based upon fuel density of 6.6lb/US Gal. (0.8 kg/1).

Oil Specifications. Refer to approved Airplane Flight Manual.

Oil Capacity. Usable oil (See NOTE 1 for unusable oil)

Location	Volume (US Gal)	Weight (lb)	Arm (in)
Each engine	1.4	10.9	763.5
Total	2.8	21.8	763.5

Oil weight based upon oil density of 7.74 lb/US gal.

Oil Pressure Limits. Minimum acceptance for flight: Take-off 30 psi
Minimum to complete flight: Low idle to 78% N_2 :

16 psi rising to 25 psi at Max Continuous

following a straight line relationship.

VI. Fokker model F.28 Mk0070 (Transport Category) (cont'd)

Oil Temperature Limits.

Minimum for starting	: minus 50º C
Minimum before increasing power	: minus 30º C
Maximum (unrestricted)	: plus 105º C
Maximum (15 minutes) transient	: plus 120º C

Fuel Temperature Limits.

TAY 620-15

Maximum (unrestricted)	: plus 90º C
Maximum (15 minutes) transient	: plus 120º C

Bleed Air.

For maximum bleed air extraction from the engine refer to FAA Engine Type Certificate Data Sheet No. E25NE.

Engine Limits.
TAY 620-15

Condition	N_1%	N_2%	MAX TGT ºC	Time Limit
During starts	-	-	700	Momentary (not exceeding
during relights	-	-	780	2 seconds)
Max Take-off	96.5	103.5	800	5 minutes
Max Continuous	96.5	100.5	795	Unrestricted
Max Overspeed	99.3	106.6	-	20 seconds
Max Overtemperature	-	-	870	20 seconds
Low Idle (Min)	-	47.9	-	Unrestricted

Note: This is a minimum below which N_2% should not fall.

NOTE 1.: 100 per cent N_1 = 8.393 rpm
100 per cent N_2 = 12.136 rpm

NOTE 2.: To avoid high fan blade stresses, stabilized ground operation in the N_1 rpm range of 62 to 80 per cent is not permitted with a static airplane and wind velocities in excess of 15 kts.

Thrust Reverser Limits.

See approved Airplane Flight Manual.

APU Type.

Only Garrett GTCP 36-150 (RR) is applicable

APU Fuels.

Eligible APU fuels are listed in the approved Airplane Flight Manual.

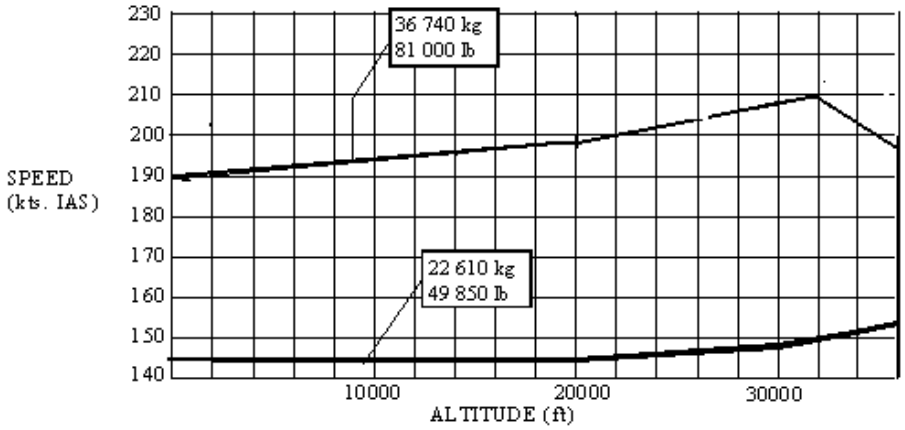
VI. Fokker model F28 Mk0070 (Transport Category) (cont'd)

Airspeed Limits (IAS).

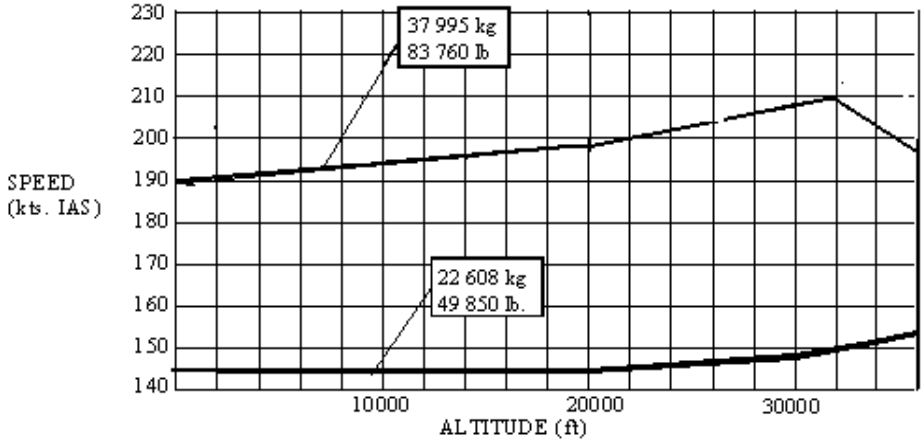
V_{mo}/M_{mo} Maximum operating limit speed 320 kts / M 0.77

V_A Maximum design maneuvering speed:

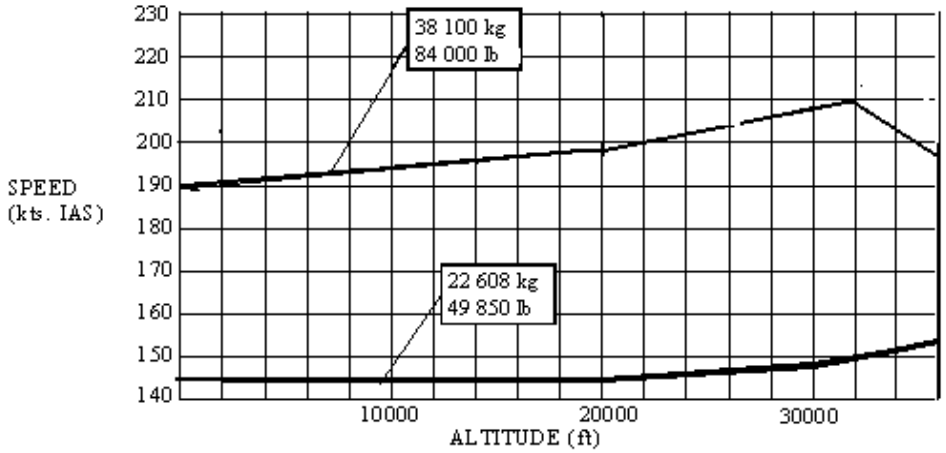
81,000 lb.



83,760 lb.



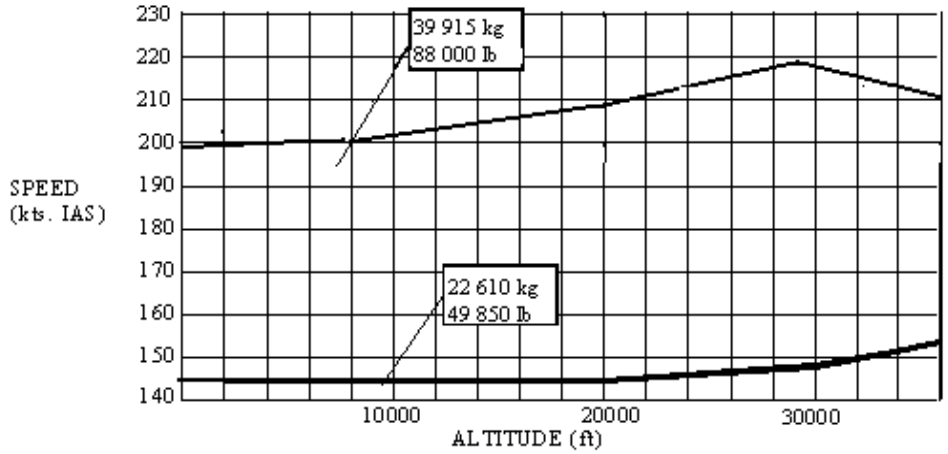
84,000 lbs.



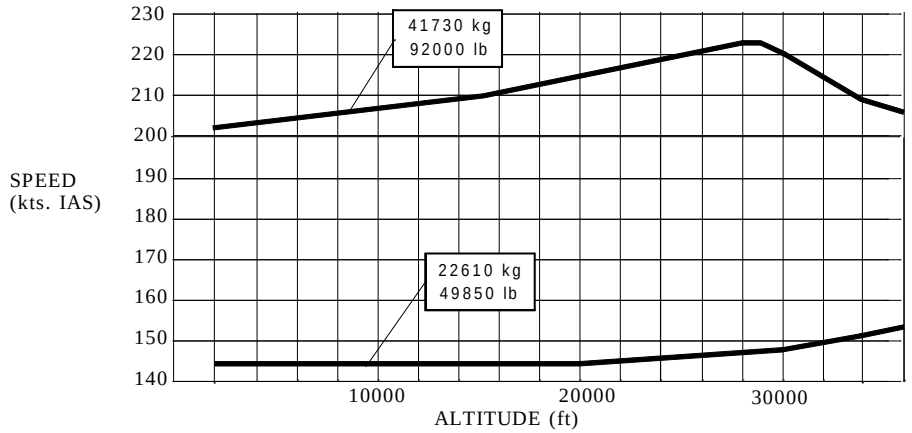
VI. Fokker model F28 Mk0070 (Transport Category) (cont'd)

Airspeed Limits (VA) - F.28 Mk0070

88,000 lbs.



92,000 lbs.



Full application of rudder and aileron controls, as well as maneuvers that involve angle of attack near the stall, should be confined to speeds below V_A

V_{RA}/M_{RA} Rough air speed: 250 kts/ M 0.65

V_{FE} Maximum flap extended speed:

flaps at 8º : 250 kts/ M 0.50
15º and 25º : 220 kts/ M 0.45
42º : 180 kts/ M 0.36

Maximum flap extended altitude: 20,000 ft

V_{LO}/V_{LE} Maximum Landing gear extended and operating speed: 200 kts.
Maximum Landing gear extended altitude: 25,000 ft.

Maximum Liftdumper extension speed: 170 kts.

Maximum Operating Altitude. 35,000 ft.

VI. Fokker model F28 Mk0070 (Transport Category) (cont'd)

Maximum Weights.

Max Taxi weight:	36,965 kg (81,500 lbs)
Max Take-off weight:	36,740 kg (81,000 lbs)
Max Landing weight:	34,020 kg (75,000 lbs)
Max Zero Fuel weight:	31,975 kg (70,500 lbs)
Max Taxi weight:	38,325 kg (84,500 lbs)
Max Take-off weight:	37,995 kg (83,760 lbs)
Max Landing weight:	34,020 kg (75,000 lbs)
Max Zero Fuel weight:	32,655 kg (72,000 lbs)
Max Taxi weight:	38,325 kg (84,500 lbs)
Max Take-off weight:	37,995 kg (83,760 lbs)
Max Landing weight:	36,740 kg (81,000 lbs)
Max Zero Fuel weight:	32,655 kg (72,000 lbs)

When modified in accordance with approved Service Bulletin No. F100-51-015:

Max Taxi weight:	38,325 kg (84,500 lbs)
Max Take-off weight:	38,100 kg (84,000 lbs)
Max Landing weight:	36,740 kg (81,000 lbs)
Max Zero Fuel weight:	32,655 kg (72,000 lbs)

When modified in accordance with approved Service Bulletin No. F100-51-014:

Max Taxi weight:	40,140 kg (88,500 lbs)
Max Take-off weight:	39,915 kg (88,000 lbs)
Max Landing weight:	36,740 kg (81,000 lbs)
Max Zero Fuel weight:	33,565 kg (74,000 lbs)

When modified in accordance with approved Service Bulletin No. F100-51-011:

Max Taxi weight:	41,960 kg (92,500 lbs)
Max Take-off weight:	41,730 kg (92,000 lbs)
Max Landing weight:	36,740 kg (81,000 lbs)
Max Zero Fuel weight:	33,565 kg (74,000 lbs)

When modified in accordance with approved Service Bulletin No. F100-51-013:

Max Taxi weight:	38,325 kg (84,500 lbs)
Max Take-off weight:	38,100 kg (84,000 lbs)
Max Landing weight:	35,830 kg (79,000 lbs)
Max Zero Fuel weight:	32,655 kg (72,000 lbs)

When modified in accordance with approved Service Bulletin No. F100-51-024:

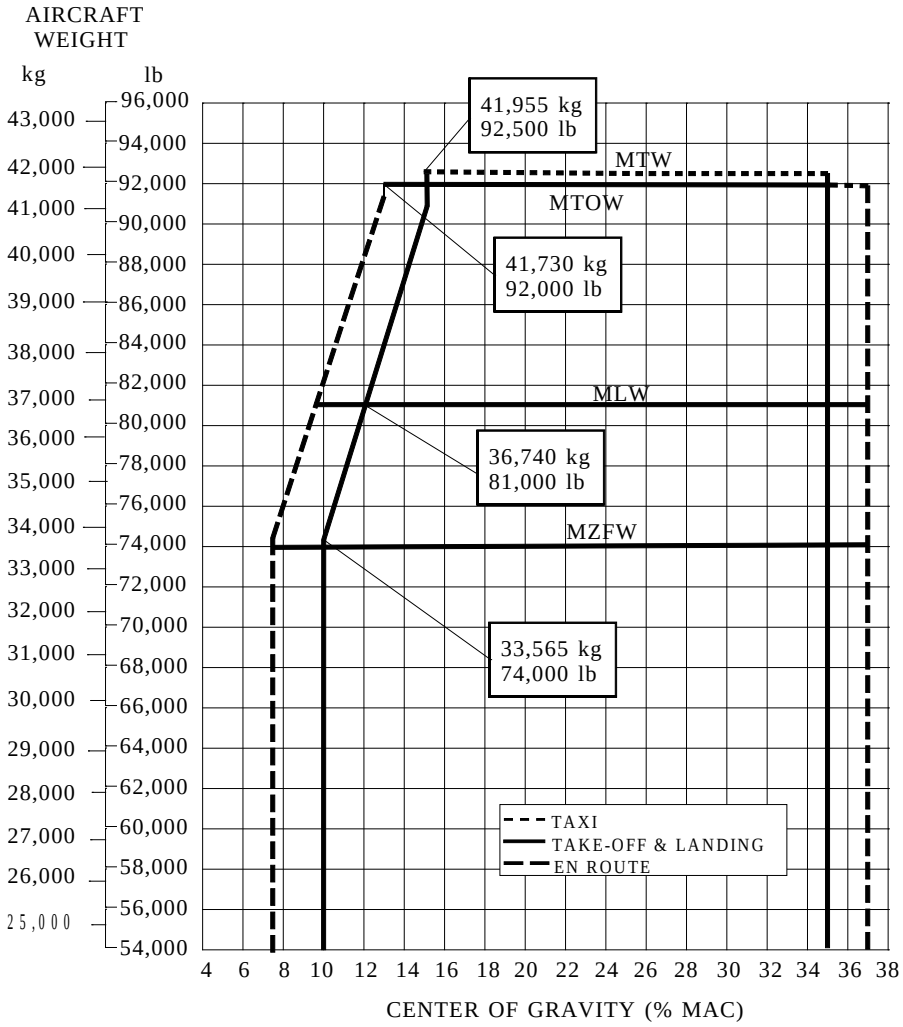
Max Taxi weight:	38,325 kg (84,500 lbs)
Max Take-off weight:	36,740 kg (81,000 lbs)
Max Landing weight:	36,740 kg (81,000 lbs)
Max Zero Fuel weight:	33,565 kg (74,000 lbs)

C.G Range.

To obtain paper copies of Center of Gravity charts for 81,000 lbs., 83,760 lbs., 83,760 lbs. (with higher MLW), 84,000 lbs., and 88,000 lbs., contact Fokker or FAA, AFS-610 (phone 405/954-6628).

VI. Fokker model F28 Mk0070 (Transport Category) (cont'd)

92,000 lb



Datum. The datum referred to is defined as the Fuselage Datum (Station Zero), which is 2434 mm (95.8 inch) forward aft of the front leveling pin. (Tip of the aircraft nose section).

M.A.C. The Mean Aerodynamic Cord is 3832.6 mm (12 ft 6.9 inch).

Leveling Means. Two leveling pins are installed on RH side of the nose gear bay for checking the longitudinal level of the aircraft.
Two brackets are installed on the aft wall of the APU compartment for checking the lateral level of the aircraft.

Minimum Flight Crew. 2 (Pilot and Co-pilot)
Maximum Passengers. See note 5.
Maximum Baggage. Refer to the appropriate document "Basic Weight and Balance Information".

VI. Fokker model F28 Mk0070 (Transport Category) (cont'd)

Control Surface Movements (Max).	Elevator	Up	25º	Down	15º
	Rudder	Left	33º	Right	33º
	Aileron	Up	20º	Down	20º
	Flap: single slotted		18º		
	double slotted		42º		
	Liftdumpers		60º		
	Horz. Stabilizers		+ 3º (A/C nose down)		
			-10º (A/C nose up)		
	Speed brakes		60º		

Equipment.

The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in the aircraft for certification.
- The approved Airplane Flight Manual issued for the applicable aircraft serial number.

Service Information.

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003 – by RLD or CAA-NL. Any such documents are accepted by the FAA and are considered FAA approved:

Instructions for Continued Airworthiness consisting of:
- Structural Repair Manual
- MRB document
- Maintenance Planning Document
- Service Bulletins
- Airworthiness Recommendations Catalog (ARC)
- Certification Maintenance Requirements (CMR), Airworthiness Limitation Items (ALI),
- Safe Life Items (SLI)

Repair instructions (letters, drawings, specifications, forms used for transmitting repair descriptions, etc.), airplane flight manuals, vendor manuals, and overhaul and maintenance manuals that are published in the English language and indicate applicability to the U.S. approved type designs included in this Type Certificate and that include a statement "RLD, CAA/NL or EASA Approved" are accepted by the FAA and are considered "FAA Approved."

Additionally, Fokker Services as a DOA holder has been given authorization by EASA to approve Service Bulletins (SB) that are not associated with Airworthiness Directives. Accordingly, Service Bulletins and repair instructions which contain a statement "The technical content of this document is approved under the authority of DOA ref. EASA.21J.059" are considered EASA approved and are therefore accepted by the FAA and are considered FAA approved.
For approvals made before September 28, 2003 the statement "The technical information contained in this document has been approved under the authority of FAA Design Organization Approval no. RLD.JA.001" may have been used and are also considered FAA approved.

Certification Basis for F28 Mark 0070

1. FAR Part 25 dated February 1, 1965, as amended by Amendments 25-1 through 25-60, except June 16, 1986, except paragraph 25.631, and those paragraphs affected by Am 25-27 effective March 26, 1984, and except the paragraphs amended as follows:
   - Am 25-64 effective June 16, 1988 - 25.562(b),(c)(4), (c)(7) and (c)(8) (Passenger seats only and not applicable to floor structure and seat tracks.)
   - Am 25-66 effective September 26, 1988 - 25.20, 25.21, 25.23, 25.25, 25.27, 25.29, 25.31, 25.101 through 25.125, 25.143 through 25.255, and 25.1581 through 25.1587 (see paragraph 6).
   - Am 25-72 effective August 20, 1990 - 25.365(e), (f), and (g) (For flight deck internal door). 25.561 (For passenger-flight deck-cargo compartment, and engine mounting), 25.772, 25.783 (see paragraph 6), 25.785, 25.787, 25.789, 25.791, 25.793, 25.803, 25.807, 25.809,

25.810, 25.811 (see paragraph 6), 25.812, 25.813, 25.815, 25.817, 25.851, 25.853, 25.855, 25.857, and 25.869(a)
Am 25-74 effective May 16, 1991 - 25,854
Am 25-79 effective September 27, 1993 - 25.811(e)(2)
Am 25-80 effective May 3, 1994 - 25.1316
Compliance has been demonstrated to the following optional requirement:
- Ditching, FAR § 25.801

2. FAR Part 36 effective December 1, 1969, as amended through Am 36-20 effective September 16, 1992.
3. FAR Part 34 effective September 10, 1990.
4. Special Condition 25-ANM-89 issued October 6, 1994 (High Intensity Radiated Fields (HIRF) Protection - electrical systems.
5. Exemptions: None.
6. Equivalent Level of Safety Findings:

25.101 through 25.125 and 25.1581 through 25.1587	- Takeoff and Landing Performance
25.143 through 25.255	- 1 G Stall Speed
§ 25.729(e)(2)&(3)	- Landing Gear Warning System
§ 25.783(e)	- Cargo Door Mechanism-Inspection
§ 25.811(e)(3)	- Emergency Exit Markings
§ 25.901(d)	- APU Installation Instruments
§ 25.1307(d)	- Total Loss of Cockpit Communications

Based on § 21.17(a) for new TCs, or § 21.101(g) for changes to TCs, applicable provisions of part 26 are included in the certification basis. For any future part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections

"CAA-NL (formerly RLD) originally type certificated the Mk0100 and Mk0070 aircraft under its type certificate Number T-100-87. The FAA validated this product under U.S. Type Certificate Number A20EU. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of CAA-NL."

DATA PERTINENT TO ALL MODELS.

Serial Numbers Eligible. The Netherlands Certificate of Airworthiness endorsed as noted under "Import Requirements" below must be submitted for each individual aircraft for which application for certification is made.

Import Requirements. The FAA can issue a U.S. Airworthiness Certificate based on an NAA Export Certificate of Airworthiness (Export C of A) signed by a representative of the EASA on behalf of the

European Community. The Export C of A should contain the following statement: "The aircraft covered by this certificate, has been examined, tested, and found to comply with the Fokker Type Design approved under U.S. Type Certificate No. A20EU and to be in a condition for safe operation."

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 the original certification.

(b) The undrainable fuel is that amount of fuel after drainage in accordance with the procedures described in the AFM. The total amount and distribution of unusable fuel is listed in the following table. The highest level of the unusable fuel is the level prescribed by the critical flight conditions as defined in FAR 25.959 and must be included in the aircraft empty weight.

The total unusable fuel is distributed as follows:

A. Mk 1000 and 3000:

Unusable Undrainable Fuel	Volume (U.S. Gal.)	Weight (lb)	(Arm (in.)
Fuel lines	8.97	59.2	
Collector tanks	0.80	5.3	
Main tanks	1.86	12.3	

TOTAL	11.63	76.8	512.2
If Center Wing Tank is installed:			
Fuel lines	9.45	62.4	
Collector tanks	0.80	5.3	
Main tanks	1.86	12.3	
Center wing tanks	5.02	33.1	
TOTAL	17.13	113.1	486.7
Fuel lines	0.71	4.7	
Collector tanks	7.68	50.7	
Main tanks	0.74	4.9	
TOTAL	9.13	60.3	426.4

If Center Wing Tank is installed:
Unusable Undrainable

Fuel	Volume (U.S. Gal.)	Weight (lb)	(Arm (in.)
Fuel lines	1.33	8.8	
Collector tanks	7.68	50.7	
Main tanks	0.74	4.9	
Center wing tanks	6.62	43.7	
TOTAL	16.37	108.1	425.9

If Center Wing Tank is installed:

The total amount of undrainable fuel is	113.1 lb
The total amount of drainable unusable is	108.0 lb
TOTAL unusable fuel	221.2 lb

This weight must be included in the aircraft empty weight.

B. Mk 4000 and Mk 2000

Unusable Undrainable

Fuel	Volume (U.S. Gal.)	Weight (lb)	(Arm (in.)
Fuel lines	9.31	61.4	
Collector tanks	0.80	5.3	
Main tanks	1.86	12.3	
TOTAL	11.97	79.0	577.2

Unusable Undrainable

Fuel	Volume (U.S. Gal.)	Weight (lb)	Arm (in.)
If Center Wing Tank is installed:			
Fuel lines	9.79	64.6	
Collector tanks	0.80	5.3	
Main tanks	1.86	12.3	
Center wing tanks	5.02	33.1	
TOTAL	17.47	115.3	549.6
Unusable Drainable Fuel			
Fuel lines	0.71	4.7	
Collector tanks	7.68	50.7	
Main tanks	0.74	4.9	
TOTAL	9.13	60.3	483.4

If Center Wing Tank is installed:
Unusable drainable

Fuel	Volume (U.S. Gal.)	Weight (lb)	Arm (in.)
Fuel lines	1.33	8.8	
Collector tanks	7.68	50.7	
Main tanks	0.74	4.9	

Center wing tanks	6.62	43.7	
TOTAL	16.37	108.1	482.9

Note 1 (cont'd) B. Mk 4000 and Mk 2000 (cont'd)

If Center Wing Tank is installed:

The total amount of undrainable fuel is	115.3 lb
The total amount of drainable fuel is	108.1 lb
TOTAL unusable fuel	223.4 lb

This weight must be included in the aircraft empty weight.

C. Mk 0100:

Unusable Undrainable

Fuel	Volume (U.S. Gal.)	Weight (lb)	(Arm (in.)
Fuel lines	9.7	63.9	
Collector tanks	0.7	4.5	
Main tanks	1.6	10,5	
Center wing tanks	3.7	24.4	
TOTAL	15.7	103.3	700.8

Unusable drainable

Fuel	Volume (U.S. Gal.)	Weight (lb)	(Arm (in.)
Fuel lines	1.4	8.8	
Collector tanks	10.3	68.8	
Main tanks	negl.	negl.	
Center wing tanks	1.6	10.5	
TOTAL	13.2	87.3	637.8

For a/c with Integral Center Wing Tank

Unusable Undrainable

Fuel	Volume (U.S. Gal.)	Weight (lb)	(Arm (in.)
Fuel lines	9.7	63.9	
Collector tanks	0.7	4.5	
Main tanks	1.6	10.5	
Center wing tank	1.1	7.0	
TOTAL	13.0	85.9	716.0

Unusable drainable

Fuel	Volume (U.S. Gal.)	Weight (lb)	(Arm (in.)
Fuel lines	1.4	8.8	
Collector tanks	10.3	68.8	
Main tanks	negl.	negl	
Center wing tanks	0.3	1.7	
TOTAL	11.9	78.6	639.7

D. Mk 1000, 2000, 3000 and 4000.

Engine system oil is the total engine oil less the quantity drainable from the tank, which is 29 lb. and must be included in the aircraft empty weight.

The undrainable oil is distributed as follows:

	Volume (U.S. Gal.)	Weight (lb)	Arm (in.) Mk 1000 Mk 2000 Mk 3000 Mk 4000
Each engine	1.8	14.5	646.5 733.5
TOTAL	3.6	29	

Mk 0100

Engine system oil is the total engine oil less the quantity drainable from the tank which is 9.7 lb. and must be included in the aircraft empty weight.

Note 1 (cont'd) D. Mk 1000, 2000, 3000 and 4000. (cont'd)

The total undrainable oil is distributed as follows:

	Volume (U.S. Gal.)	Weight (lb)	Arm (in.)
Each engine	1.2	9.7	945.5
TOTAL	2.4	19.4	945.5

E. Mk0070 with standard fuel system

Unusable Undrainable Fuel	Volume (U.S.Gal.)	Weight (lb.)	Arm (in.)
Fuel lines	8.7	57.5	
Collector tanks	0.7	4.5	
Main tanks	1.6	10.5	
TOTAL	11.0	72.5	601.1
Unusable Drainable Fuel			
Fuel lines	1.4	8.8	
Collector tanks	10.3	68.8	
Main tanks	negl.	negl.	
TOTAL	11.7	76.8	542.3

Mk0070 with integral center wing tank (optional)

Unusable Undrainable Fuel	Volume (U.S.Gal.)	Weight (lb.)	Arm (in.)
Fuel lines	8.9	58.7	
Collector tanks	0.7	4.5	
Main tanks	1.6	10.5	
Integral center wing tank	1.1	7.0	
TOTAL	12.2	80.6	596.9
Unusable Drainable Fuel			
Fuel lines	1.4	8.8	
Collector tanks	10.3	68.8	
Main tanks	negl.	negl.	
Integral center wing tank	0.3	1.7	
TOTAL	11.9	78.6	542.7

(Undrainable oil): No change except for the arm:
Each engine: 763.5 (in)
Total : 763.5 (in)

Note 2.

(a) Mk 1000, 2000, 3000 and 4000
All placards required in the approved Airplane Flight Manual must be installed in the appropriate locations.

(b) Mk 0100
Airplane operation must be in accordance with the approved Airplane Flight Manual. All placards required in either the approved Airplane Flight Manual or the Certification Basis must be installed in the airplane in accordance with the applicable Fokker drawings, as follows:
- Interior placards: drawings D93200 thru D93399
- Exterior placards: drawings D85500 thru D85699
- Cockpit placards: T.N. F.28 -61-037

(c) The Mk0070 drawing numbers are:
Interior placards: D932**- (C)
Exterior placards: D855**-(C)
Cockpit placards: T.N F.28-61-037

Note 3.

A. Mk 1000, 2000, 3000 and 4000

(a) Required inspections items related to fatigue and the service life limits for aircraft structural parts, which are fatigue critical, are listed in the approved Fokker F28 Structural Integrity Program Document No. 28438.

(b) The required Maintenance and Inspection to maintain airworthiness based on/involving reliability are presented in approved Chapter 05-10 of the Fokker Maintenance Manual.

(c) Inspection items and service life limits for engine parts are listed in Rolls-Royce NTO No. 50, Spey Maintenance Manual Chapter 5 and Rolls-Royce SB SP.70-1.

B. Mk 0100, Mk070

(a) For the F28 Mk0100 and the F28 Mk070 the required structural inspections for damage-tolerant structure and the retirement times for safe-life parts are referenced in the approved Airworthiness Limitations Section in Section 06, Appendix 1 of the MRB document. The Airworthiness Limitations Section includes the Certification Maintenance Requirements (CMR's).

Mk0100 only

(b) Until service bulletin F100-49-007 has been incorporated, inspect and verify operation of the APU flapper check valve and APU inlet temperature sensor at 250 hours intervals.

Note 4.

Mk 1000, 2000, 3000 and 4000 only

If the airplane is operated from unpaved runways, the applicable certified performance information should be incorporated for:

(a) Mk 1000 and Mk.2000
Approved Flight Handbook Volume II, Section 11, paragraph 8.

(b) Mk 3000 and Mk 4000
Approved Flight Handbook Volume II, Section 9, paragraph 5.

Note 5.

A. For the approved interior lay-out and maximum passenger, capacity reference Fokker Master Drawings:

(a) Mk 1000, 2000, 3000 and 4000
For the approved interior layout refer to Fokker drawings A85001 and A85002 applicable for each aircraft when delivered. For the Mark 1000 and 3000 with 70 passengers refer to F28 Service Bulletin No. 25-96.

(b) For the F.28 Mk.0100 the maximum number of passenger seating capacity demonstrated for emergency evacuation is 109. For the approved interior layout refer to Fokker drawings D85001 thru D85157, W85031, W85032 and W98251 applicable for each aircraft when delivered.

(c) For the F.28 Mk.0070 the maximum number of passenger seating capacity demonstrated for emergency evacuation is 79. For the approved interior layout refer to Fokker drawings D85060 thru D85157 approved for each aircraft when delivered.

B. All replacement seats (crew, passenger, lounge), although they may comply with TSO C39, must also be demonstrated to comply with FAR 25.785 and FAR 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.

(a) Mk 1000, 2000, 3000 and 4000

Passenger seats meeting the structural criteria of Fokker Technical Specification TS-28-138 will meet these requirements.

(b) Mk 0100
Passenger seats meeting the structural criteria of Fokker Technical Specification TS-100-003 will meet these requirements.

(c) Mk 070
Passenger seats meeting the structural criteria of Fokker Technical Specification TS-070-001 will meet these requirements.

Note 6. Mk 1000, 2000, 3000 and 4000 only

(a) When modified in accordance with approved FOKKER F.28 Service Bulletin 21-12; 30,000 feet.

(b) When modified in accordance with approved FOKKER F.28 Service Bulletin 21-16; 35,000 feet.

Note 7. Mk 1000, 2000, 3000 and 4000 only
Combinations of engines which can be intermixed and their applicable limitations are covered in the approved Flight Manual, which is a part of the F.28 Flight Handbook.

Note 8. The documents which are approved by the Airworthiness Authority (RLD/CAA-NL/EASA) include a statement to that effect. The statement may be interpreted as "FAA approved". This also applies to the documents listed herein under "Service Information" and Note 3.

Note 9. F.28 Mark 0100
For the passenger door with integral stair, compliance has been shown with FAR 25.783, Amdt 25-54, when modified in accordance with approved Service Bulletin F100-52-044 (standard incorporated from a/c s/n 11442 onwards) and approved Service Bulletin F100-53-080 (standard incorporated in a/c s/n 11461, 11462, 11470, 11472, 11473, 11496, 11497, 11500, 11503, 11505, 11509, 11511, 11516 and 11518).

Note 10. This exemption does not grant relief from the related operational requirements. Should a person choose to operate one of the airplane models covered by this exemption under 14 CFR Part 121 or 129 beyond the operational compliance deadlines as stated in § 121.1111 or § 129.111 (EWIS ICA) or in § 121.1109(c) or § 129.109(b) (damage tolerance data for repairs and alterations), that person will be required to comply with those operational requirements.

.....END.....