

FLIGHT STANDARDIZATION BOARD REPORT

PART I

FOKKER 28, FOKKER 70 AND 100

CHAIRMAN: \_\_\_\_\_ DATE: October 4, 1994

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REVISION RECORD

| REVISION NO. | SECTION | PAGE #s | DATE     |
|--------------|---------|---------|----------|
| Original     | ALL     | ALL     | 11/21/91 |
| 1            | ALL     | ALL     | 09/30/94 |

HIGHLIGHTS OF CHANGES

Revision 1 is a complete revision of the Fokker 28 All Models Flight Standardization Board (FSB) report. All pages have been edited to some extent.

The purpose of the Revision has been to include the Fokker 28 MK 0070 (Fokker 70) in the report. Essentially the Fokker 70 is a shortened version of the Fokker 100. Hardware changes are not readily evident to the flight crew. The result is the Fokker 70 has been given the same Pilot Type Rating as the Fokker 100 (FK-100) and differences training established as level A.

## 1 PURPOSE AND APPLICABILITY

- 1.1 This FSB report specifies FAA master training, checking, and currency requirements applicable to crews operating all models of the Fokker 28 aircraft under FAR 121. This report also addresses certain issues regarding the operations of Fokker 28 aircraft models other than under FAR 121 (eg. Pilot Type Rating). Provisions of the report include:
  - 1.1.1 Defining pilot "type rating(s)" assigned to variants of Fokker 28 and Fokker 100 Series aircraft,
  - 1.1.2 Describing "Master Common Requirements" (MCRs) for applicable to all Fokker 28 and Fokker 100 aircraft,
  - 1.1.3 Describing "Master Differences Requirements" (MDRs) for crews requiring differences qualification for mixed-fleet-flying or transition,
  - 1.1.4 Providing examples of acceptable "Operator Difference Requirement (ODR)" Tables, if available,
  - 1.1.5 Describing acceptable training program and device characteristics necessary to establish compliance with pertinent MDRs.
- 1.2 This report also provides:
  - 1.2.1 Minimum requirements which must be applied by FAA field offices, (eg. MCRs, MDRs, Type Rating designations, etc.),
  - 1.2.2 Information which is advisory in nature, but may be mandatory for particular operators if the designated configurations apply and if approved for that operator (eg. MDR footnotes, acceptable ODR Tables), and
  - 1.2.3 Information which is used to facilitate FAA review of an aircraft type or variant proposed for use by an operator.

NOTE: Various sections within the report are qualified as to whether compliance (considering the provisions of AC 120-53), is required or is advisory in nature.

- 1.3 This report addresses all Fokker 28 variant models including: Mk 1000, Mk 2000, Mk 3000, Mk 4000, Mk 070 and Mk 0100 models. Refer to FAA Type Certificate Data Sheet ABBE.
- 1.4 In this report the Fokker 28 Mk 1000, Fokker 28 Mk 2000, Fokker 28 Mk 3000, and Fokker 28 Mk 4000 are referred to as the "Fokker 28". The Fokker 28 Mk 0100 is referred to as the "Fokker 100". The Fokker 28 Mk 0070 is referred to as the "Fokker 70" and is a variant of the "Fokker 100".
- 1.5 This report supersedes the Original FSB Report relative to the Fokker 28 Mk 1000, Mk 2000, Mk 3000, Mk 4000 and Fokker 28 Mk 0100. This revision includes the Fokker 28 MK 0070 model aircraft. Provisions of this report are effective until, amended, superseded, or withdrawn by subsequent FSB determinations.
- 1.6 Terminology.

The term "must" is used in this report and certain MDR footnotes even though it is recognized that this FSB report, and the Advisory Circular AC 120-53 on which it is based, provides one acceptable means, but not necessarily the only means of compliance with FAR 121 Subpart N and O requirements. This terminology acknowledges the need for operators to fully comply with this FSB report MDR and ODR provisions, if AC-121-xx is to be used by the operator as the means of complying with FAR 121. Operators who choose this method must comply with each applicable MDR provision including footnotes.

#### 1.7 Acronyms

Acronyms relevant to the Fokker 100 are defined as follow:

|       |  |
|-------|--|
| AAE   | Above Airport Elevation                          |
| AFCAS | Automatic Flight Control and Augmentation System |
| AFM   | Airplane Flight Manual                           |
| AHARS | Attitude Heading and Reference System            |
| AP    | AutoPilot  |
| ART   | Automatic Reserve Thrust                         |
| AT    | AutoThrottle                                     |
| ATS   | AutoThrottle System                              |
| EFIS  | Electronic Flight Instrument System              |
| EPR   | Engine Pressure Ratio                            |
| FMS   | Flight Management System                         |
| FWS   | Flight Warning System                            |
| GPWS  | Ground Proximity Warning System                  |

|      |                             |
|------|-----------------------------|
| IRS  | Inertial Reference System   |
| MFDU | Multi-Function Display Unit |
| NAP  | Noise Abatement Profile     |
| NEPR | Noise Abatement EPR         |

2 PILOT "TYPE RATING" REQUIREMENTS

- 2.1 The Fokker 28 Mk 1000, Mk 2000, Mk 3000 and Mk 4000 (Fokker 28) pilot type rating has previously been established as "FK-28".
- 2.2 The Fokker 28 Mk 0100 (Fokker 100) Pilot Type Rating has previously been established as "FK-100".
- 2.3 The Fokker 28 Mk 0070 (Fokker 70) Pilot Type Rating has been established as a same Type Rating with the Fokker 100 as "FK-100".

3 "MASTER COMMON REQUIREMENTS" (MCRs).

3.1 Minimum Altitude For Autopilot Use During Non Precision Approaches. (FAR 121.579)

For Fokker 100 variants, an autopilot may be used at or above 500 feet AGL.

3.2 Landing Minima Categories. (FAR 97.3)

All variants of the Fokker 28 and Fokker 100 are Category C for all approaches, both straight in and circling.

3.3 No Flap Approach

Demonstration of No Flap Approach is required for all variants of the Fokker 28 and Fokker 100.

4 "MASTER DIFFERENCE REQUIREMENTS" (MDRs)

4.1 MDR Tables (Page 27).

Requirements for particular Fokker 28 and Fokker 100 Variant Combinations are shown in Appendix 1. These provisions apply when differences between variants exist which affect crew knowledge, skills, or abilities (eg. Level A or greater differences).

4.2 MDR Footnotes (Page 27).

Footnotes to MDR requirements define acceptable "required means" of compliance. A footnote can indicate requirements that are less restrictive than the basic designation, or more restrictive than the basic designation depending on the significance of the differences between particular variants.

5 ACCEPTABLE "OPERATOR DIFFERENCE REQUIREMENTS" (ODRs) TABLES

5.1 ODR Tables.

5.1.1 ODR Tables are to be developed by each individual operator. Sample tables for operators conducting mixed fleet operations are shown, if available, in Appendix 2. These ODR Tables are provided as samples and do not include all possible combinations.

5.1.2 Fokker 70 vs 100 Operator Differences Tables are available in Appendix 2 (Page 31).

5.2 Distribution of FAA Approved ODR Tables.

Distribution of the FAA Approved ODR Tables should be as follows: Original FAA approved ODR Tables are to be retained by the operator; Copies of FAA approved ODR Tables are to be retained by the Certificate Holding District Office (CHDO) and provided to the Fokker 28 and Fokker 100 Flight Standards Board (FSB) Chairman, Long Beach Aircraft Evaluation Group, LGB-AEG.

## 6 FSB SPECIFICATIONS FOR TRAINING

### 6.1 General.

- 6.1.1 The provisions of this Section of the report apply to programs for experienced airmen (eg. airmen having previous experience in FAR 121 air carrier operations, former military, commuter or corporate pilots with turbine powered aircraft experience). For airmen not having such experience additional requirements may be necessary as determined by the operators POI, FSB and AFS-200.
- 6.1.2 Training programs for any one Fokker 28 or Fokker 100 variant alone are already approved. Principals Inspectors of operators initially introducing a Fokker 28 or Fokker 100 may approve programs consistent with programs approved for any one variant (eg. an operator introducing a fleet of Fokker 28 Mk 4000s with no differences between any of the individual aircraft).
- a) When such programs are approved, operators should be aware that if variants are to be added or differences are to be introduced, that ODR table development and FAA approval is necessary prior to operation of those aircraft with differences.
  - b) For information regarding previously approved, programs, FAA Principal Inspectors of other existing Fokker 28 or Fokker 100 operators may be consulted. In the event of uncertainty regarding evaluation of a proposed program, the Fokker 28 and Fokker 100 FSB chairman should be consulted.
- 6.1.3 Fokker 28 or Fokker 100 Mixed Fleet Programs.

Programs with more than one variant of Fokker 28, more than one variant of Fokker 100, or combinations of Fokker 28 and Fokker 100s require differences training programs meeting criteria specified by MDR tables, or have alternate approval as prescribed by Section 12 of this report.

#### 6.1.4 Fokker 100 Automatic Landings.

If an operator conducts automatic landings in the Fokker 100 then appropriate training must occur. This training must be conducted either in a Fokker 100 Simulator or in the airplane. The Fokker 70 is not certified for Automatic landings.

#### 6.1.5 Fokker 100 Thrust Cutback for Noise Abatement.

The Noise Abatement Profile (NAP) takeoff procedure for John Wayne Airport is different from the normal takeoff procedure and subject to different aircraft limitations. Proficiency in use of the NAP mode is required prior to conducting operations into John Wayne Airport. The NAP mode is limited to use only at John Wayne Airport. Crews operating into John Wayne Airport must demonstrate proficiency in NAP operations during each Recurrent Training Period (See Appendix 5, Page 58).

### 6.2 Initial, Transition and Upgrade Training.

6.2.1 Pilots Initial, Upgrade and Transition Ground Training is accomplished in accordance with FAR 121.419 and SFAR 58, Advanced Qualification Program (AQP). When more than one variant is to be flown or transition from one variant to another is to be accomplished, appropriate instructions in systems differences will be required for each variant that is consistent with MDR provisions.

6.2.2 Pilots Initial, Upgrade and Transition Flight Training is accomplished in accordance with FAR 121.424 and SFAR 58 (AQP). When this flight training and practice is accomplished, and several variants are to be flown, flight training is to suitably address each variant.

6.2.3 Training program hours may be reduced as specified in FAR 121.405, but may not be reduced to a level that is less than that set forth in the MDR Tables (Page 27).

### 6.3 Differences Training (FAR 121.418).

6.3.1 Unless an initial or transition program is completed for each variant, differences training is necessary for each variant as shown in the MDR. A training program addressing pertinent differences described by individual

operator ODRs, including normal, non-normal, and emergency operations, is required for each variant flown. Samples of acceptable ODR Tables are available only for Fokker 70/100 differences (Page 31).

- a) The differences programs for a mixed fleet assume a trainee has completed Initial, Upgrade or Transition Training for the other variant.
  - b) Coverage of differences may be completed coincident either with each phase of Initial, Upgrade or Transition Training, or following completion of that training.
- 6.3.2 Differences Ground Training in the topics applicable to the pertinent variant and shown by the sample ODR Tables (If available) or the equivalent is required.
- 6.3.3 Differences Flight Training in the topics and maneuvers applicable to the pertinent variant and shown by the sample ODR Tables (If available) is required. When such maneuvers are accomplished, the objective is to develop both individual airman and crew knowledge of systems and procedural skills necessary to safely operate the variant aircraft.
- 6.3.4 Fleets with subtle differences between variants may require additional attention to ensure that habits do not lead to inappropriate or delayed crew response. Examples of such subtle differences include the use of similar controls or indicators which respond in different ways, avionics which have "mode selection" or logic switching differences that may not be obvious, or procedural related differences that could be easily confused between variants (i.e. reverse thrust use). Even though not explicitly addressed by MDRs, a minimum level of A/-/B is designated for such differences.

#### 6.4 Recurrent Training.

- 6.4.1 Recurrent Training must include appropriate training in accordance with FAR 121.427 for each variant. Recurrent training must be in accordance with the items and levels specified by MDR and ODR tables for initial differences training.

6.4.2 Recurrent Flight Training requires appropriate maneuvers and procedures identified in FAR 121 Appendix E. Maneuvers and procedures addressed must account for each variant operated. ODR table provisions identify differences in maneuvers or procedures between variants which must be addressed in the operators recurrent program.

6.5 Other Training.

6.5.1 LOFT Limitations, FAR 121.427(d)(2).

When operators have LOFT programs and several variants, POIs should review LOFT credits to assure suitability for each variant. If simulators used for LOFT have differences from the variants actually flown, LOFT credits should be reduced or eliminated if such differences are determined to have a significant adverse effect on the effectiveness of LOFT.

6.5.2 Flight Engineer training is not applicable to variants of Fokker 28 or Fokker 100 aircraft.

6.5.3 Flight Navigator Training is not applicable to variants of Fokker 28 or Fokker 100 aircraft.

6.5.4 Due to similarities in cabin configuration, Flight Attendants may be jointly qualified in all variants (Fokker 28 and Fokker 100). Such qualification, however, must address any differences in doors, slides, communication, and emergency equipment when common qualification applies.

6.5.5 Principal Inspectors assure that operators have complied with FAR 121.422, (Dispatcher Training). Dispatchers may be simultaneously qualified in all variants, however, they must be trained to suitably address all differences (performance, procedures, inoperative equipment, approach category, etc.) appropriate to the operators aircraft. Records should be kept for each variant on which each dispatcher is qualified.

## 7 FSB SPECIFICATIONS FOR CHECKING

### 7.1 General.

- 7.1.1 Checking specified by FAR 61 Appendix A and FAR 121 Appendix F apply to all variants. For FAR 121, checking items are accomplished as specified by MDRs and ODRs.
- 7.1.2 The following areas of emphasis should be addressed during checks as necessary:
  - a) Proficiency with manual and automatic flight in normal, non-normal and emergency situations must be demonstrated. The use of manual modes (Manual approaches) and backup equipment must be demonstrated at each proficiency check by all crewmembers.
  - b) When noise abatement procedures other than AC 91-53 are used (for example, the NAP Takeoff Function) proper execution and approved procedure should be observed.
  - c) No variants have been approved for Extended Range Operations with Two Engine Airplanes (ETOPS) in accordance with AC 120-42A.

### 7.1.3 No Flap Approaches

Checking in No Flap Approaches is conducted in accordance with the provisions of paragraph 3.3.

### 7.2 Type Ratings.

- 7.2.1 Unless otherwise specified by ODR Tables, the oral portion of a type rating practical test need only address the variant(s) to be flown.
- 7.2.2 Airmen completing the necessary type rating practical test of FAR 61 Appendix A in a model of either Fokker 28 or Fokker 100 variant may be issued the respective "FK-28" or "FK-100" pilot type rating for that variant.
  - a) Before airmen serve as Pilot-in Command (PIC) under FAR 121 in a variant other than that in which a type rating practical test was completed, differences checks in accordance with MDR provisions must be

completed. Operators qualifying aircrews in one or more variants, and who conduct the "interior and exterior visual preflight inspection" portion of practical tests under provisions of ATA Exemption 4416 (as amended), may apply provisions of that exemption to Fokker 28 or Fokker 100 variants.

- b) Where crewmembers fly several variants and differences such as in location of doors, exits, or emergency equipment exist, operators should account for those differences in a manner acceptable to the FAA when applying provisions of Exemption 4416.

7.2.3 When possible, a practical test for an applicant intending to operate under FAR 91 or 125 should be conducted in a variant of the same mark series as that intended to be flown. In the event it is not possible or practical, or where a Fk-28 or Fk-100 Type Rating is sought and no specific operation is intended, the test may be conducted using any variant for the Type Rating sought. In this instance, and following a successful test, the applicant should be advised of the desirability of completing subsequent differences training if other variants are to be flown. The inspector should recommend that at least one of the following provisions be met prior to serving as PIC of a different variant than the one in which the original test was accomplished:

- a) Completion of differences qualification in accordance with, or equivalent to, that specified for FAR 121 (e.g. compliance with MDRs),
- b) Completion of a check in accordance with FAR 61.58 completed in the variant(s) to be flown, or
- c) Completion of a proficiency check in accordance with or equivalent to that specified by FAR 121, a check conducted by a US military service or other equivalent check in an aircraft or the variant Mark series to be flown.

### 7.3 Proficiency Checks.

7.3.1 Proficiency Checks are administered as designated in FAR 121.441 and FAR 121 Appendix F for a particular Fokker 28 or Fokker 100 variant.

7.3.2 For mixed-fleet-flying of Fokker 28 and Fokker 100 variants, Level E Proficiency Checks for "Pilots Who Serve in More Than One Aircraft" apply.

7.4 Operating Experience (AC 120-53 or FAR 121.434).

Unless otherwise authorized in accordance with provisions of this FSB report and approved ODR tables, Operating Experience required by FAR 121.434 applies separately to each "FK-28" or "FK-100" variant group.

7.5 Qualifications of FAA Inspectors of Check Airmen.

For the purpose of airman certification, FAA Inspectors, Aircrew Program Designees (APDs), or Check Airmen should have completed appropriate qualification for the variant(s) to be flown. Separate qualification and currency is required for the Fokker 28 and Fokker 100 variant groups. No pilot should be designated as a check airman until he complies with the provisions of FAR 121.652.

## 8 FSB SPECIFICATIONS FOR CURRENCY

### 8.1 Currency (Recent Experience) FAR 121.439.

8.1.1 Unless otherwise approved through ODR tables, currency required by FAR 121.439 is to be addressed separately for each "FK-28" and "FK-100" variant as specified in the MDR Tables.

8.1.2 Any currency method approved requires some means for the operator and the FAA to assess the level of compliance, in order to assure that crewmembers are meeting currency objectives.

### 8.2 Methods For Re-establishing Currency.

8.2.1 At level B, currency is re-established by crewmember review of pertinent materials per the operator's guidelines unless the crewmember is also due for a Proficiency Check or recurrent training when differences requalification would be accomplished by:

- a) Satisfying the same MDRs and ODRs as for initial differences qualification, or
- b) Completing the provisions of paragraph 6.4 or paragraph 7.3 of this report.

8.2.2 At level C, currency is re-established in flight with a qualified check airman or a demonstration of proficiency in a Level C or greater device, or completing the provisions of paragraph 6.4 or paragraph 7.3 of this report.

8.2.3 At other levels, currency is re-established as provided in AC 120-53.

9 FAR 91 AND 121 OPERATING RULES COMPLIANCE CHECKLIST

9.1 A compliance checklist has been completed for the Fokker 28 Mk 0100. The Compliance Checklist for the Fokker 28 Mk 0100 in Appendix 4 (Page 39) reflects the status of the prototype flown by the FSB. This aircraft was Serial Number 11242 under Dutch registration PH-MKH.

9.1.1 Forward Observer Seat.

The Forward Observer Seat, shown to the FSB, for the U.S. certificated Fokker 100 models satisfies the requirement of FAR 121.581. Adequate oxygen equipment and an independent audio control panel are to be provided.

9.1.2 Emergency Evacuation for the Fokker 100 configuration has successfully been demonstrated (See paragraph 9.1.3). Accordingly, an FAR 121.291 full scale evacuation is not necessary for aircraft configurations consistent with previously approved tests. Passenger capacity less than or equal to the previously demonstrated capacity of 109, and cabin crew complement greater than or equal to 3 may be authorized. A mini-evacuation is required for any Fokker 100 variant.

9.1.3 The following Conclusion is quoted from the Fokker B.V. report number "FS-28-48:

"Evacuation demonstrations have been carried out on the F28 Mk 0100. Initially, two partial demonstrations were conducted to certify the aircraft for a maximum seating capacity of 85. Later, and to certify the aircraft for higher passenger seating capacities, full-scale demonstrations were performed. A passenger seating capacity of 109 was successfully demonstrated in 80 seconds, officially witnessed by airworthiness authorities from France, the Netherlands, the United Kingdom and the United States of America".

9.1.4 Cockpit Voice Recorder (CVR).

The Fokker 100 Cockpit Voice Recorder meets the requirements of FAR 121.359(a) provided the CVR is switched ON before starting the first checklist on each flight.

9.1.5 Landing Gear Warning Horn.

Fokker has shown that the Landing Gear Warning Horn meets the requirements of FAR 121.289 as well as FAR 25.

9.2 A compliance checklist has been completed for the Fokker 28 Mk 070. The Compliance Checklist for the Fokker 28 Mk 070 in Appendix 5 (Page 48) reflects the status of the prototype flown by the FSB. This aircraft was Serial Number 11521 under Dutch registration PH-MKS.

9.2.1 Landing Gear Warning Horn.

Fokker has shown that the Landing Gear Warning Horn meets the requirements of FAR 121.289 as well as FAR 25.

9.2.2 Cockpit Voice Recorder (CVR).

The Fokker 100 Cockpit Voice Recorder meets the requirements of FAR 121.359(a) provided the CVR is switched ON before starting the first checklist on each flight.

9.2.3 Forward Observer Seat.

The Forward Observer Seat, shown to the FSB, for the U.S. certificated Fokker 100 models satisfies the requirement of FAR 121.581. Adequate oxygen equipment and an independent audio control panel are to be provided.

9.2.4 Evacuation Demonstration

9.3 A checklist has not been provided for the Fokker 28 Mk 1000, Mk 2000, Mk 3000, and Mk 4000 since these aircraft were formerly approved for FAR 121 service.

## 10 FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

### 10.1 Device And Simulator Characteristics

Device and Simulator characteristics pertinent to variants are as designated in AC 120-53, except as described below:

10.1.1 A "Level D" device or aircraft is required for FMS training and checking. A portion of the FMS training may be accomplished with the use of a suitably equipped "Level C" FMS training device.

### 10.2 Aircraft, Simulator And Device Compatibility (Ref. FAR 121.407).

10.2.1 When variants are flown in mixed fleets, the combination of simulators and devices used to satisfy MDR and ODR provisions must match specific variants of the aircraft flown in service by that operator. The acceptability of differences between devices, simulators, and aircraft must be addressed by the Principal Inspector.

10.2.2 A simulator configured as a Fokker 100 is acceptable for use in Fokker 70 training provided simulator differences instruction is provided before the student flies the aircraft. The FSB has found "A" level differences for instruction.

### 10.3 Device Approvals

Requests for device approval should be made to the Principal Inspector. If device characteristics clearly meet established FAA criteria and have been approved by the National Simulator Evaluation Team (NSET), the Principal inspector may approve those devices for that carrier. Where devices do not clearly satisfy a given difference level POIs should request advice from the FSB Chairman, NSET or AFS-200.

11 APPLICATION OF FSB REPORT

11.1 Operators with any One Variant (no differences).

Apply relevant parts of this report (for example, Type rating designation, checking maneuvers related to FAR 121, etc.) following the effective date of this report.

11.2 Operators with a Mixed Fleet.

Apply the provisions of Paragraph 11.1 as described above. In addition, compliance with MDRs, ODRs, and other relevant FSB report provisions is necessary.

## 12 ALTERNATE MEANS OF COMPLIANCE

### 12.1 Approval Level and Approval Criteria

Alternate means of compliance to differences requirements of FAR 121 Subpart N and O for mixed fleet operations, other than as specified in provisions of this report, must be approved by AFS-200. If alternate compliance is sought, operators will be required to establish that proposed alternate means provide an equivalent level of safety to the provisions of AC 120-53 and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

### 12.2 Equivalent Safety.

In the event alternate compliance is sought, training program hour reductions, simulator approvals, and device approvals, may be significantly limited and reporting requirements may be increased to assure equivalent safety. FAA will generally not consider relief through alternate compliance unless sufficient lead time has been planned by an operator to allow for any necessary testing and evaluation.

### 12.3 Interim Programs

In the event of clearly unforeseen circumstances in which it is not possible for an operator to comply with MDR provisions, the operators may seek an interim program rather than a permanent alternate compliance method. Financial arrangements, schedule adjustment, and other such reasons are not considered "unforeseen circumstances" for the purposes of this provision.

## 13 MISCELLANEOUS - RESERVED

APPENDICES

Appendix 1

MASTER DIFFERENCE REQUIREMENTS - FOKKER 28, 70 AND 100

DATE: November 21, 1991

Appendix 1, MASTER DIFFERENCES REQUIREMENTS (FOKKER 28 MODELS)

TYPE RATINGS:

FOKKER 28 MK 1000/2000/3000/4000 = FK-28  
 FOKKER 28 MK 0070/0100 = FK-100

| FROM -->   |                   | FROM AIRCRAFT |         |         |         |                                |                                |
|--|-------------------|---------------|---------|---------|---------|--------------------------------|--------------------------------|
|  |                   | MK 1000       | MK 2000 | MK 3000 | MK 4000 | MK 0100                        | Mk 0070                        |
| T<br>O<br><br>A<br>I<br>R<br>C<br>R<br>A<br>F<br>T | FOKKER 28 MK 1000 | A/-/-         | B/B/B   | B/B/B   | B/B/B   | E/E/E                          | E/E/E                          |
|  | FOKKER 28 MK 2000 | B/B/B         | A/-/-   | B/B/B   | B/B/B   | E/E/E                          | E/E/E                          |
|  | FOKKER 28 MK 3000 | B/B/B         | B/B/B   | A/-/-   | B/B/B   | E/E/E                          | E/E/E                          |
|  | FOKKER 28 MK 4000 | B/B/B         | B/B/B   | B/B/B   | A/-/-   | E/E/E                          | E/E/E                          |
|  | FOKKER 28 MK 0100 | E/E/E         | E/E/E   | E/E/E   | E/E/E   | A/-/-<br>See NOTES<br>1 thru 4 | A/-/-<br>See NOTES<br>1 thru 4 |
|  | FOKKER 28 MK 0070 | E/E/E         | E/E/E   | E/E/E   | E/E/E   | A/-/-<br>See NOTES<br>1 thru 4 | A/-/-<br>See NOTES<br>1 thru 4 |
|  |                   |               |         |         |         |                                |                                |

NOTES:

(1) EMERGENCY EQUIPMENT (B/B/B) - Vary according to the individual airline and operating area.

(2) SOFTWARE (B/B/B) - Software changes and differences will occur from product improvement and aircraft intermix. Principal Inspectors determine if operators training, checking and currency acceptably meet Level B/B/B for modified (different) software.

(3) NOISE ABATEMENT PROCEDURE (NAP) (D/C/D) - The NAP Procedure is applicable to operators with any Fokker 100 aircraft modified with NAP hardware and software.

(4) FMS PROFILE (PROF) MODE (B/B/B) - The PROF mode has not been installed in some Fokker 100 and Fokker 70 Models.

NOTE: Each cell of the MDR identifies the minimum training, checking, and currency requirement applicable to mixed fleet flying or transitioning between the referenced aircraft pair. For example, Level A training/ Level B checking/ and Level C currency would be listed "A/B/C" in the above chart.

DIFFERENCE LEVELS

| Difference Level | TRAINING                    | CHECKING                                    | CURRENCY  |
|------------------|-----------------------------|---|---|
| A                | Self Instruction            | Not Applicable (Or integrated with next PC) | Not Applicable  |
| B                | Aided Instruction           | Task or System                              | Self Review   |
| C                | Systems Device              | Partial Check Using Device                  | Designated System   |
| D                | Maneuver Device             | Full PC using Device *                      | Designated Maneuver   |
| E                | Simulator C/D or Aircraft # | Full PC using Simulator C/D or Aircraft *   | Per FARs (takeoffs and landings in simulator C/D or the aircraft) |

# At level E = FAA Type Rating is Assigned  
 \* = IOE is required  
 PC = Proficiency Check

Appendix 2

ACCEPTABLE ODR TABLES

DATE: October 4, 1994

Appendix 2, OPERATOR DIFFERENCES REQUIREMENTS

The Fokker 28 Mk 0100 Flight Standardization Board (FSB) has not provided an example of acceptable Operator Difference Requirements (ODR), for a mixed Fokker 28 Mk 1000, Mk 4000 fleet because no tables have been made available to the FSB Chairman. If ODR tables are provided in the future they will be inserted here.

No credit is allowed for transition from Fokker 28 to Fokker 100 variants, and ODR tables are not provided for differences training.

Tables are provided for the Fokker 100/70 differences.

SAMPLE OPERATOR DIFFERENCES REQUIREMENTS TABLE

| DIFFERENCE AIRCRAFT: Fokker 70 |  |          |           | COMPLIANCE METHOD |       |       |       |           |      |
|--------------------------------|--|----------|-----------|-------------------|-------|-------|-------|-----------|------|
| BASE AIRCRAFT: Fokker 100      |  |          |           | TRAINING          |       |       |       | CHKG/CURR |      |
| Approved by (POI):             |  |          |           |                   |       |       |       |           |      |
| DESIGN FEATURE                 | REMARKS  | FLT CHAR | PROC CHNG | LVL A             | LVL B | LVL C | LVL D | FLT CHK   | CURR |
| GENERAL                        | Body 4.62 meters shorter. mid-cargo door and one emer. exit deleted on each side of fuselage | NO       | NO        | TNG<br>HND<br>OUT |       |       |       |           |      |
| WEIGHT AND BALANCE             | Reduces weights and changed CG limitations   | NO       | NO        | TNG<br>HND<br>OUT |       |       |       |           |      |
| LIMITATIONS                    | Passengers, Weight, CG, ENG Autoland, AP Engage Altitude                                     | NO       | NO        | TNG<br>HND<br>OUT |       |       |       |           |      |

Note: The following abbreviations are used in these tables:

1. AVT-Audio Visual Tape presentation
2. CHKG-Checking
3. FTD- Flight Training Device (specifies minimum level)
4. CURR-Currency
5. FLT CHAR-Flight Characteristics
6. FLT CHK-Flight Check
7. LEC-Lecture
8. SIM-Simulator (Specifies minimum level)
10. TNG HND OUT-Training Handouts

SAMPLE OPERATOR DIFFERENCES REQUIREMENTS TABLE

| DIFFERENCE AIRCRAFT: Fokker 70 |  |             |              | COMPLIANCE METHOD |          |          |          |            |      |
|--------------------------------|--|-------------|--------------|-------------------|----------|----------|----------|------------|------|
| BASE AIRCRAFT: Fokker 100      |  |             |              | TRAINING          |          |          |          | CHKG/CURR  |      |
| Approved by (POI):             |  |             |              |                   |          |          |          |            |      |
| SYSTEM                         | REMARKS  | FLT<br>CHAR | PROC<br>CHNG | LVL<br>A          | LVL<br>B | LVL<br>C | LVL<br>D | FLT<br>CHK | CURR |
| 21 AIR<br>COND &<br>PRESS      | Deletion of rec-<br>irculation SYS.<br>Single control-<br>ler, vs Dual,<br>Temp Control<br>Panel | NO          | YES          | TNG<br>HND<br>OUT |          |          |          |            |      |
| 22 AUTO<br>FLIGHT              | Cat II only,<br>No Autoland,<br>Prof Mode Not<br>Available                                       | NO          | NO           | TNG<br>HND<br>OUT |          |          |          |            |      |
| 25<br>EQUIP/<br>FURNISH        | 79 PAX Seats,<br>Single Lavatory   | NO          | NO           | TNG<br>HND<br>OUT |          |          |          |            |      |
| 26 FIRE<br>PROTECT<br>ION      | Smoke Detector<br>Msgs for RH<br>Aft Lav. Deleted  | NO          | NO           | TNG<br>HND<br>OUT |          |          |          |            |      |
| 27 FLT<br>CONTROL              | Changed Stab.<br>Position Indic-<br>ator, modified<br>trim range and<br>green band.              | NO          | NO           | TNG<br>HND<br>OUT |          |          |          |            |      |
| 28 FUEL                        | Deleted Integral<br>Center Wing Tank<br>and associated<br>alert messages.                        | NO          | YES          | TNG<br>HND<br>OUT |          |          |          |            |      |
| 29 HYD-<br>RAULIC              | Hydraulic Stick-<br>pusher added to<br>System #1.  | NO          | NO           | TNG<br>HND<br>OUT |          |          |          |            |      |

SAMPLE OPERATOR DIFFERENCES REQUIREMENTS TABLE

| DIFFERENCE AIRCRAFT: Fokker 70 |  |             |              | COMPLIANCE METHOD |          |          |          |            |     |
|--------------------------------|--|-------------|--------------|-------------------|----------|----------|----------|------------|-----|
| BASE AIRCRAFT: Fokker 100      |  |             |              | TRAINING          |          |          |          | CHKG/CURR  |     |
| Approved by (POI):             |  |             |              |                   |          |          |          |            |     |
| SYSTEM                         | REMARKS  | FLT<br>CHAR | PROC<br>CHNG | LVL<br>A          | LVL<br>B | LVL<br>C | LVL<br>D | FLT<br>CHK | CUR |
| 32<br>LANDING<br>GEAR          | Nose Landing<br>Gear Tire,<br>Taxi Brake<br>Select System  | YES         | NO           | TNG<br>HND<br>OUT |          |          |          |            |     |
| 34 NAV-<br>IGATION             | All PROF Mode<br>Messages & Sym.<br>removed from<br>EFIS, PROF Mode<br>Switch Deleted.   | NO          | NO           | TNG<br>HND<br>OUT |          |          |          |            |     |
| 35<br>OXYGEN                   | Passenger Oxygen<br>and Portable O2<br>reduced in<br>numbers   | NO          | NO           | TNG<br>HND<br>OUT |          |          |          |            |     |
| 52<br>DOORS                    | 2 Overwing Emer.<br>Exits, Mid Cargo<br>Door deleted,<br>Aft Cargo Door<br>smaller,<br>Aft Avionics<br>Door deleted,<br>Associated Alert<br>messages deleted | NO          | NO           | TNG<br>HND<br>OUT |          |          |          |            |     |
| 70<br>POWER-<br>PLANT          | RR Tay 620-15,<br>N1, N2, TGT,<br>Fuel Temp Limits   | NO          | NO           | TNG<br>HND<br>OUT |          |          |          |            |     |

SAMPLE OPERATOR DIFFERENCES REQUIREMENTS TABLE

| DIFFERENCE AIRCRAFT: Fokker 70 |   |             |              | COMPLIANCE METHOD |          |          |          |            |     |
|--------------------------------|---|-------------|--------------|-------------------|----------|----------|----------|------------|-----|
| BASE AIRCRAFT: Fokker 100      |   |             |              | TRAINING          |          |          |          | CHKG/CURR  |     |
| Approved by (POI):             |   |             |              |                   |          |          |          |            |     |
| SYSTEM                         | REMARKS   | FLT<br>CHAR | PROC<br>CHNG | LVL<br>A          | LVL<br>B | LVL<br>C | LVL<br>D | FLT<br>CHK | CUR |
| PERFOR-<br>MANANCE             | Changed   | NO          | NO           | TNG<br>HND<br>OUT |          |          |          |            |     |
| LIMIT-<br>ATIONS               | New Weight &<br>Balance & CG &<br>Weight Limits   | NO          | NO           | TNG<br>HND<br>OUT |          |          |          |            |     |
| TAXI                           | Shorter Fuselage<br>New Brakes with<br>Brake Select Sys<br>Brake response<br>Stab. Green Band | YES         | YES          | TNG<br>HND<br>OUT |          |          |          |            |     |
| TAKEOFF                        | Slightly Lower<br>stickforce in<br>rotation.  | YES         | NO           | TNG<br>HND<br>OUT |          |          |          |            |     |
| APP-<br>ROACHES                | Different Auto-<br>pilot Disengage<br>height  | NO          | NO           | TNG<br>HND<br>OUT |          |          |          |            |     |

Appendix 3

RECOMMENDED FOKKER 100 TRAINING PROGRAMS

DATE: November 21, 1991

RECOMMENDED FOKKER 70/100 TRAINING PROGRAMS

1 Initial, Transition And Upgrade Training Program Requirements:

In accordance with applicable CFR regulations.

2 Differences Program Requirements

2.1 Differences training is required for any changes in aircraft software involving the entire fleet, with the exception of the FMS database. For example, A operator upgrades EFIS software from Version 12 to Version 13. Principal inspectors will determine training required for proficiency with the modified software in accordance with MDR provisions.

2.2 Differences training is required for variation in software within the operators fleet or because of fleet interchange. For example, two operators exchange FK-100s but use different EFIS versions. Training, checking and currency must include method of identifying software version installed. Principal Inspectors will determine training required for proficiency with the different software in accordance with MDR provisions.

3 Flight Attendants And Dispatchers.

For flight attendants and dispatchers, competence checks as required by FAR 121.421(b) and 121.422(b), must include pertinent information to each "FK-28" or "FK-100" variant.

4 Noise Abatement Profile (NAP), John Wayne, Orange County Airport Crew Training Requirements.

See Appendix 5, Page 58.

Appendix 4

COMPLIANCE CHECKLISTS

DATE: November 21, 1991

## FOKKER 28 MK 0100 COMPLIANCE CHECKLIST

This checklist applies to the Fokker 28 Mk 0100, serial number 11242, of Dutch registry PH-MKH, only. Compliance with the following Federal Aviation Regulations and FAA policies has been established, if this aircraft is released for U.S. air carrier service as it was configured March 9, 1989. Items that are identified as "CHDO", need to be evaluated by principal inspectors at the Certificate Holding District Office prior to the Fokker 28 Mk 0100 aircraft being used in FAR 121 revenue service. Items marked NA are not applicable to this aircraft. Items marked Compiles have either been found to directly comply with the applicable rule or the necessary data or procedures are available to permit assessment of compliance for a particular operations.

## FAR 91

|        |  |   |
|--------|--|---|
| 91.9   | Civil aircraft flight manual, marking, and placard requirements.   | CHDO if operated under FAR Part 91.                                     |
| 91.117 | Aircraft speed.  | Minimum safe speed is less than that specified as maximum in this rule. |
| 91.191 | Category II Manual.  | CHDO if operated under FAR Part 91.                                     |
| 91.203 | Civil aircraft: Certifications Required.   | CHDO.   |
| 91.205 | Powered civil aircraft with standard category U.S. airworthiness certificates; instruments and equipment requirements. | CHDO, Except (b)(11).   |
| 91.207 | Emergency locator transmitters.  | NA  |
| 91.209 | Aircraft lights.   | Designed to meet the requirements of this rule.                         |
| 91.211 | Supplemental Oxygen.   | CHDO if operated under FAR Part 91.                                     |
| 91.213 | Inoperative instruments and equipment.   | NA.   |

|        |   |  |
|--------|---|--|
| 91.215 | ATC Transponder and altitude reporting equipment and use.   | In compliance, CHDO needs to confirm carriers equipment. |
| 91.217 | Data correspondence between automatically reported pressure altitude data and the pilot's altitude reference. | Complies.  |
| 91.219 | Altitude alerting system or device; turbojet powered civil airplanes.   | Met requirements.  |
| 91.317 | Provisionally certified civil aircraft; operating limitations.  | NA   |
| 91.409 | Inspections.  | CHDO   |
| 91.413 | ATC transponder tests and inspections.  | CHDO   |
| 91.415 | Changes to aircraft inspection programs.  | CHDO   |
| 91.503 | Flying equipment and operating information.   | CHDO   |
| 91.511 | Radio equipment for overwater operations.   | CHDO   |
| 91.513 | Emergency equipment.  | CHDO   |
| 91.517 | Smoking and safety belt signs.  | CHDO   |
| 91.521 | Shoulder harness.   | Met Requirements.  |
| 91.525 | Carriage of cargo.  | CHDO   |
| 91.527 | Operating in icing conditions.  | Met Requirements for (b) and (c)                         |
| 91.603 | Aural speed warning device.   | Met requirements.  |
| 91.605 | Transport category civil airplane weight limitations.   | CHDO   |

|         |  |  |
|---------|--|--|
| 91.607  | Emergency exits for airplanes carrying passengers for hire.  | Met requirements for up to 109 passenger seat configuration. |
| 91.609  | Flight recorders and cockpit voice recorders.  | Not Acceptable in test aircraft, See Paragraphs 9.1.4, 9.2.2 |
| 91.611  | Authorization for ferry flights with one engine inoperative.   | Not Authorized.  |
| 91.805  | Final compliance, Subsonic airplanes.  | Met Requirements for Stage 3                                 |
| FAR 121 |  |  |
| 121.141 | Airplane or rotorcraft flight manual.  | CHDO, AFM was not available.                                 |
| 121.157 | Aircraft certification and equipment requirements.   | Aircraft did not have a U.S.Type Certificate, CHDO for (b).  |
| 121.173 | General.   | (b) and (d) apply.   |
| 121.189 | Transport category airplanes: Turbine engine powered; takeoff limitations.                           | Complies, CHDO.  |
| 121.191 | Transport category airplanes: turbine engine powered: En route limitations: One engine inoperative.  | Complies, CHDO.  |
| 121.193 | Transport category airplanes: Turbine engine powered: En route limitations: Two engines inoperative. | NA.  |
| 121.195 | Transport category airplanes: Turbine engine powered: Landing limitations: Destination airports.     | Data provided in AFM.  |

|  |                       |
|--|-----------------------|
| 121.197 Transport category airplanes:<br>Turbine engine powered: Landing<br>limitations: Alternate airports. | Data provided in AFM. |
| 121.215 Cabin interiors.   | CHDO                  |
| 121.217 Internal doors.  | CHDO                  |
| 121.219 Ventilation.   | CHDO                  |
| 121.221 Fire precautions.  | CHDO                  |
| 121.223 Proof of compliance with<br>121.221.   | CHDO                  |
| 121.231 Fuel system lines and fittings.  | Complies.             |
| 121.233 Fuel lines and fittings in<br>designated fire zones.   | Complies.             |
| 121.235 Fuel valves.   | Complies.             |
| 121.237 Oil lines and fittings in<br>designated fire zones.  | Complies.             |
| 121.241 Oil system drains.   | Complies.             |
| 121.243 Engine breather lines.   | Complies.             |
| 121.245 Fire walls.  | Complies.             |
| 121.247 Fire-wall construction.  | Complies.             |
| 121.249 Cowling.   | Complies.             |
| 121.251 Engine accessory section<br>diaphragm.   | NA.                   |
| 121.253 Powerplant fire protection.  | Complies.             |
| 121.255 Flammable fluids.  | Complies.             |
| 121.257 Shutoff means.   | Complies.             |
| 121.259 Lines and fittings.  | Complies.             |

|  |  |
|--|--|
| 121.261 Vent and drain lines.                                  | Complies.  |
| 121.263 Fire extinguishing systems.                            | Complies.  |
| 121.265 Fire extinguishing agents.                             | Complies.  |
| 121.267 Extinguishing agent container pressure relief.         | Complies.  |
| 121.269 Extinguishing agent container compartment temperature. | Complies.  |
| 121.271 Fire-extinguishing system materials.                   | Complies.  |
| 121.273 Fire-detector systems.                                 | Complies.  |
| 121.275 Fire detectors.  | Complies.  |
| 121.277 Protection of other airplane components against fire.  | Complies.  |
| 121.281 Fuel system independence.                              | Complies.  |
| 121.283 Induction system ice protection.                       | Complies.  |
| 121.285 Carriage of cargo in passenger compartments.           | NA, CHDO.  |
| 121.287 Carriage of cargo in cargo compartments.               | NA, CHDO.  |
| 121.289 Landing gear: Aural warning device.                    | Not acceptable in test aircraft, See Paragraph 9.1.5, 9.2.1.                       |
| 121.291 Demonstration of emergency evacuation procedures.      | Complies with (a), See paragraph 9.1.2, CHDO responsible for (b) through (e) CHDO. |
| 121.303 Airplane instruments and equipment.                    | Complies for USAir variant, American variant is under investigation.               |

|   |   |
|---|---|
| 121.305 Flight and navigational equipment.                                    | Complies.   |
| 121.307 Engine instruments.   | Complies.   |
| 121.308 Lavatory fire protection.   | Complies.   |
| 121.309 Emergency equipment.  | CHDO.   |
| 121.310 Additional emergency equipment.                                       | (a) Not in compliance, only the Swing out (Plug) type passenger entrance door is in compliance with (a). (e) and (i) in compliance except for drop down passenger door. CHDO responsible for (b), (c), (d), (f), (g), (h), and (l). NA for (j) and (k). |
| 121.311 Seats, safety belts, and shoulder harnesses.                          | CHDO.   |
| 121.312 Materials for compartment interiors.                                  | CHDO.   |
| 121.313 Miscellaneous equipment.  | (a) through (f) comply, CHDO responsible for (g) through (i).   |
| 121.315 Cockpit check procedure.  | CHDO.   |
| 121.317 Passenger information.  | CHDO.   |
| 121.319 Crewmember Interphone system.   | Complies.   |
| 121.323 Instruments and equipment for operations at night.                    | Complies.   |
| 121.325 Instruments and equipment for operations under IFR or over-the-top.   | Complies.   |
| 121.329 Supplemental oxygen for sustenance: Turbine engine powered airplanes. | CHDO.   |

|   |   |
|---|---|
| 121.333 Supplemental oxygen for emergency descent and for first aid: turbine engine powered airplanes with pressurized cabins.      | CHDO.   |
| 121.335 Equipment standards.  | (b) applies, CHDO.  |
| 121.337 Protective Breathing equipment.   | Equipment is in compliance; procedures for use in (b) and (c) to be reviewed by CHDO. |
| 121.339 Emergency equipment for extended overwater operations.  | NA.   |
| 121.340 Emergency flotation means.  | CHDO.   |
| 121.341 Equipment for operations in icing conditions.   | Complies.   |
| 121.342 Pitot heat indication systems.  | Complies.   |
| 121.343 Flight recorders.   | (a) and (b) comply; (c) and (d) responsibility of CHDO.                               |
| 121.345 Radio equipment.  | CHDO.   |
| 121.347 Radio equipment for operations under VFR over routes navigated by pilotage.   | Complies.   |
| 121.349 Radio equipment for operations under VFR over routes not navigated by pilotage or for operations under IFR or over-the-top. | Complies, except (d) responsibility of CHDO.  |
| 121.351 Radio equipment for extend overwater operations and for certain other operations.   | CHDO.   |

- 121.353 Emergency equipment for operations over uninhabited terrain areas: flag and supplemental air carriers and commercial operators. CHDO.
- 121.355 Equipment for operations on which specialized means of navigation are used. CHDO.
- 121.357 Airborne weather radar equipment requirements. Complies, except (c) responsibility of CHDO.
- 121.358 Low-altitude windshear system equipment requirements. System was being certified.
- 121.359 Cockpit voice recorders. Not Acceptable in test aircraft, See Paragraph 9.1.4, 9.2.2.
- 121.360 Ground proximity warning-glide slope deviation alerting system. Complies, (d) and (e) responsibility of CHDO.
- 121.369 Manual requirements. CHDO.
- 121.576 Retention of items of mass in passenger and crew compartments. CHDO.
- 121.578 Cabin ozone concentration. Aircraft meets requirement by type design.
- 121.579 Minimum altitudes for use of autopilot. Compliance based on AFM procedures and limitations; CHDO.
- 121.581 Forward observer's seat: En route inspections. Design in compliance, See paragraph 9.1.1, 9.2.3.
- 121.587 Closing and locking of flight crew compartment door. Design in compliance; operator procedures CHDO.
- 121.589 Carry-on baggage. Design in compliance; operator procedures CHDO.
- 121.629 Fuel supply: All operations: domestic air carriers. CHDO.

Fokker 28, 70, and 100 FSB Report

October 4, 1994

121.652 Landing weather minimums: IFR:  
All certificate holders.

CHDO.

## FOKKER 28 MK 0070 COMPLIANCE CHECKLIST

September 1, 1994

This checklist applies to the Fokker 28 Mk 070, serial number 11521, of Dutch registry PH-MKS, only. Compliance with the following Federal Aviation Regulations and FAA policies has been established, if this aircraft is released for U.S. air carrier service as it was configured (DATE). Items that are identified as "CHDO", need to be evaluated by principal inspectors at the Certificate Holding District Office prior to the Fokker 28 Mk 070 aircraft being used in FAR 121 revenue service. Items marked NA are not applicable to this aircraft. Items marked Compiles have either been found to directly comply with the applicable rule or the necessary data or procedures are available to permit assessment of compliance for a particular operations.

## FAR 91

- |        |  |   |
|--------|--|---|
| 91.9   | Civil aircraft flight manual, marking, and placard requirements.   | CHDO if operated under FAR Part 91.                                     |
| 91.117 | Aircraft speed.  | Minimum safe speed is less than that specified as maximum in this rule. |
| 91.191 | Category II Manual.  | CHDO if operated under FAR Part 91.                                     |
| 91.203 | Civil aircraft: Certifications Required.   | CHDO.   |
| 91.205 | Powered civil aircraft with standard category U.S. airworthiness certificates; instruments and equipment requirements. | CHDO, Except (b)(11).   |
| 91.207 | Emergency locator transmitters.  | NA  |
| 91.209 | Aircraft lights.   | Designed to meet the requirements of this rule.                         |
| 91.211 | Supplemental Oxygen.   | CHDO if operated under FAR Part 91.                                     |

|        |   |  |
|--------|---|--|
| 91.213 | Inoperative instruments and equipment.  | NA.  |
| 91.215 | ATC Transponder and altitude reporting equipment and use.   | In compliance, CHDO needs to confirm carriers equipment. |
| 91.217 | Data correspondence between automatically reported pressure altitude data and the pilot's altitude reference. | Complies.  |
| 91.219 | Altitude alerting system or device; turbojet powered civil airplanes.   | Met requirements.  |
| 91.317 | Provisionally certified civil aircraft; operating limitations.  | NA   |
| 91.409 | Inspections.  | CHDO   |
| 91.413 | ATC transponder tests and inspections.  | CHDO   |
| 91.415 | Changes to aircraft inspection programs.  | CHDO   |
| 91.503 | Flying equipment and operating information.   | CHDO   |
| 91.511 | Radio equipment for overwater operations.   | CHDO   |
| 91.513 | Emergency equipment.  | CHDO   |
| 91.517 | Smoking and safety belt signs.  | CHDO   |
| 91.521 | Shoulder harness.   | Met Requirements.  |
| 91.525 | Carriage of cargo.  | CHDO   |
| 91.527 | Operating in icing conditions.  | Met Requirements for (b) and (c)                         |
| 91.603 | Aural speed warning device.   | Met requirements.  |

|         |  |   |
|---------|--|---|
| 91.605  | Transport category civil airplane weight limitations.  | CHDO  |
| 91.607  | Emergency exits for airplanes carrying passengers for hire.  | Complies  |
| 91.609  | Flight recorders and cockpit voice recorders.  | Complies  |
| 91.611  | Authorization for ferry flights with one engine inoperative.   | Not Authorized.   |
| 91.805  | Final compliance, Subsonic airplanes.  | Met Requirements for Stage 3                                |
| FAR 121 |  |   |
| 121.141 | Airplane or rotorcraft flight manual.  | CHDO, AFM was not available.                                |
| 121.157 | Aircraft certification and equipment requirements.   | Aircraft did not have a U.S.Type Certificate, CHDO for (b). |
| 121.173 | General.   | (b) and (d) apply.  |
| 121.189 | Transport category airplanes: Turbine engine powered; takeoff limitations.                           | Complies, CHDO.   |
| 121.191 | Transport category airplanes: turbine engine powered: En route limitations: One engine inoperative.  | Complies, CHDO.   |
| 121.193 | Transport category airplanes: Turbine engine powered: En route limitations: Two engines inoperative. | NA.   |
| 121.195 | Transport category airplanes: Turbine engine powered: Landing limitations: Destination airports.     | Data provided in AFM.                                       |

|  |                       |
|--|-----------------------|
| 121.197 Transport category airplanes:<br>Turbine engine powered: Landing<br>limitations: Alternate airports. | Data provided in AFM. |
| 121.215 Cabin interiors.   | CHDO                  |
| 121.217 Internal doors.  | CHDO                  |
| 121.219 Ventilation.   | CHDO                  |
| 121.221 Fire precautions.  | CHDO                  |
| 121.223 Proof of compliance with<br>121.221.   | CHDO                  |
| 121.231 Fuel system lines and fittings.  | Complies.             |
| 121.233 Fuel lines and fittings in<br>designated fire zones.   | Complies.             |
| 121.235 Fuel valves.   | Complies.             |
| 121.237 Oil lines and fittings in<br>designated fire zones.  | Complies.             |
| 121.241 Oil system drains.   | Complies.             |
| 121.243 Engine breather lines.   | Complies.             |
| 121.245 Fire walls.  | Complies.             |
| 121.247 Fire-wall construction.  | Complies.             |
| 121.249 Cowling.   | Complies.             |
| 121.251 Engine accessory section<br>diaphragm.   | NA.                   |
| 121.253 Powerplant fire protection.  | Complies.             |
| 121.255 Flammable fluids.  | Complies.             |
| 121.257 Shutoff means.   | Complies.             |
| 121.259 Lines and fittings.  | Complies.             |

|         |  |  |
|---------|--|--|
| 121.261 | Vent and drain lines.                                  | Complies.  |
| 121.263 | Fire extinguishing systems.                            | Complies.  |
| 121.265 | Fire extinguishing agents.                             | Complies.  |
| 121.267 | Extinguishing agent container pressure relief.         | Complies.  |
| 121.269 | Extinguishing agent container compartment temperature. | Complies.  |
| 121.271 | Fire-extinguishing system materials.                   | Complies.  |
| 121.273 | Fire-detector systems.                                 | Complies.  |
| 121.275 | Fire detectors.  | Complies.  |
| 121.277 | Protection of other airplane components against fire.  | Complies.  |
| 121.281 | Fuel system independence.                              | Complies.  |
| 121.283 | Induction system ice protection.                       | Complies.  |
| 121.285 | Carriage of cargo in passenger compartments.           | NA, CHDO.  |
| 121.287 | Carriage of cargo in cargo compartments.               | NA, CHDO.  |
| 121.289 | Landing gear: Aural warning device.                    | Complies   |
| 121.291 | Demonstration of emergency evacuation procedures.      | Complies with (a), See paragraph 9.1.2, CHDO responsible for (b) through (e) CHDO. |
| 121.303 | Airplane instruments and equipment.                    | Complies for USAir variant, American variant is under investigation.               |
| 121.305 | Flight and navigational equipment.                     | Complies.  |

|   |   |
|---|---|
| 121.307 Engine instruments.   | Complies.   |
| 121.308 Lavatory fire protection.   | Complies.   |
| 121.309 Emergency equipment.  | CHDO.   |
| 121.310 Additional emergency equipment.                                       | (a) Not in compliance, only the Swing out (Plug) type passenger entrance door is in compliance with (a). (e) and (i) in compliance except for drop down passenger door. CHDO responsible for (b), (c), (d), (f), (g), (h), and (l). NA for (j) and (k). |
| 121.311 Seats, safety belts, and shoulder harnesses.                          | CHDO.   |
| 121.312 Materials for compartment interiors.                                  | CHDO.   |
| 121.313 Miscellaneous equipment.  | (a) through (f) comply, CHDO responsible for (g) through (i).   |
| 121.315 Cockpit check procedure.  | CHDO.   |
| 121.317 Passenger information.  | CHDO.   |
| 121.319 Crewmember Interphone system.   | Complies.   |
| 121.323 Instruments and equipment for operations at night.                    | Complies.   |
| 121.325 Instruments and equipment for operations under IFR or over-the-top.   | Complies.   |
| 121.329 Supplemental oxygen for sustenance: Turbine engine powered airplanes. | CHDO.   |

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|---|---|
| 121.333 Supplemental oxygen for emergency descent and for first aid: turbine engine powered airplanes with pressurized cabins.      | CHDO.   |
| 121.335 Equipment standards.  | (b) applies, CHDO.  |
| 121.337 Protective Breathing equipment.   | Equipment is in compliance; procedures for use in (b) and (c) to be reviewed by CHDO. |
| 121.339 Emergency equipment for extended overwater operations.  | NA.   |
| 121.340 Emergency flotation means.  | CHDO.   |
| 121.341 Equipment for operations in icing conditions.   | Complies.   |
| 121.342 Pitot heat indication systems.  | Complies.   |
| 121.343 Flight recorders.   | (a) and (b) comply; (c) and (d) responsibility of CHDO.                               |
| 121.345 Radio equipment.  | CHDO.   |
| 121.347 Radio equipment for operations under VFR over routes navigated by pilotage.   | Complies.   |
| 121.349 Radio equipment for operations under VFR over routes not navigated by pilotage or for operations under IFR or over-the-top. | Complies, except (d) responsibility of CHDO.  |
| 121.351 Radio equipment for extend overwater operations and for certain other operations.   | CHDO.   |

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|---------|---|---|
| 121.353 | Emergency equipment for operations over uninhabited terrain areas: flag and supplemental air carriers and commercial operators. | CHDO.   |
| 121.355 | Equipment for operations on which specialized means of navigation are used.   | CHDO.   |
| 121.357 | Airborne weather radar equipment requirements.  | Complies, except (c) responsibility of CHDO.              |
| 121.358 | Low-altitude windshear system equipment requirements.   | System was being certified.                               |
| 121.359 | Cockpit voice recorders.  | Complies, See paragraphs 9.1.4, 9.2.2                     |
| 121.360 | Ground proximity warning-glide slope deviation alerting system.   | Complies, (d) and (e) responsibility of CHDO.             |
| 121.369 | Manual requirements.  | CHDO.   |
| 121.576 | Retention of items of mass in passenger and crew compartments.  | CHDO.   |
| 121.578 | Cabin ozone concentration.  | Aircraft meets requirement by type design.                |
| 121.579 | Minimum altitudes for use of autopilot.   | Compliance based on AFM procedures and limitations; CHDO. |
| 121.581 | Forward observer's seat: En route inspections.  | Design in compliance, See paragraph 9.1.1, 9.2.3.         |
| 121.587 | Closing and locking of flight crew compartment door.  | Design in compliance; operator procedures CHDO.           |
| 121.589 | Carry-on baggage.   | Design in compliance; operator procedures CHDO.           |
| 121.629 | Fuel supply: All operations: domestic air carriers.   | CHDO.   |

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121.652 Landing weather minimums: IFR:  
All certificate holders.

CHDO.

Appendix 5

NOISE ABATEMENT PROFILE

John Wayne, Orange County Airport  
Noise Abatement Profile (NAP)  
Crew Training Requirements

1 Initial, Transition, and Upgrade Training.

1.1 Ground Training.

Training will include a complete description of the AFCAS Noise Abatement Profile (NAP) system function and how it differs from the standard AFCAS Takeoff profile.

1.2 Flight Training.

Crews will be trained to proficiency in the NAP maneuver. In addition, Crews will be given instruction in all NAP failure modes and will experience an engine failure during the pitch down maneuver and while at the maximum pitch of 22 degrees pitch nose up.

2 Recurrent Training.

2.1 Ground Training.

Training will include a description of the AFCAS Noise Abatement Profile (NAP) system function and differences from the standard AFCAS Takeoff profile.

2.2 Flight Training.

Training will include an engine failure at a critical time, a sample of NAP failure modes, and demonstration of proficiency in the use of NAP mode.

3 Currency.

Crews must complete at least one NAP takeoff each 90 days or demonstrate proficiency in a simulator.

4 Initial Operating Experience.

Captain will complete his first Noise Abatement Profile (NAP) takeoff with a NAP qualified Check Airman in the right seat.

5 Simulator.

Flight Training may be conducted in the aircraft or an approved simulator equipped with NAP hardware and software.

