FOKKER SERVICES

Fokker 100

Compelling economics in the 100 seat market

Fokker 100

Aircraft Overview

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Aircraft overview

Introduction

Prevailing market conditions have made a number of Fokker 100 aircraft available at affordable prices or monthly lease rentals. Favourable operating expenses and substantial revenue potential combine to make the economics of the Fokker 100 very compelling.

Full product support is provided by Fokker Services, established in 1996 to continue to support the worldwide fleet of Fokker aircraft for the decades to come. As the Type Certificate Holder for all Fokker aircraft, Fokker Services is in a prime position to provide comprehensive support services to aircraft operators and owners or lessors alike. These services focus on four main activities:

- Technical services,
- Logistic support,
- Component maintenance, repair & overhaul,
- Aircraft maintenance and modifications.

These services may be combined in a Customized Support Program (CSP) to provide cost-effective tailor-made support services to any operator.

The Fokker 100 was manufactured during 1988 through to 1996 and a total of 278 were built. The aircraft is currently in operation around the world serving over forty, mainly regional, airlines.

Fokker Services' main facilities are in the Netherlands. Additionally, Fokker Services Asia, based at Singapore Seletar airport, provides base maintenance and logistic support for the Asia-Pacific region. Fokker Services Inc., based in Atlanta, Ga, USA is the service centre for the Americas.

Your needs

The Fokker 100 offers you the possibility of operating a highly reliable, mature, but young aircraft on short to medium haul routes. The accumulated service experience amounts to more than 8 million flight hours and landings. Fleet leaders have flown more than 50,000 flying hours. Continuous product improvements are made by Fokker Services based on operator experience and any new regulations. The Fokker 100 fleet is relatively young. With a design life of 90,000 flying hours or landings the average age is only around 35,000 flying hours or 30,000 landings.

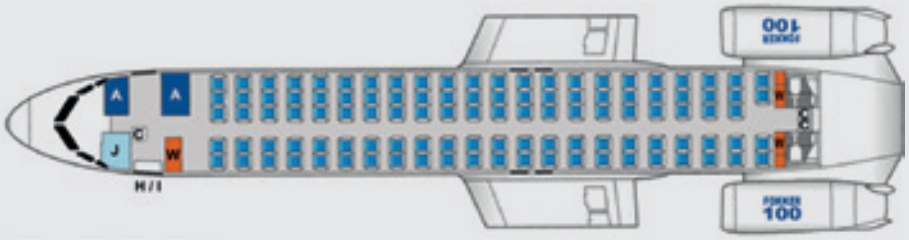
Full-scale structural testing of at least 180,000 landings has been carried out with the findings solved early on during production, ensuring very few structure-related ADs in the future.

Based on favourable in-service experience, many maintenance task intervals are currently in the process of being escalated for reduced maintenance costs.Overall, the Fokker 100 is a very mature and reliable aircraft and optimized for high cycle operations.

Your benefits

The compelling economics of the Fokker 100 are based on these qualities:

- low fuel burn on any stage length thanks to the modern "clean wing" design of the aircraft and efficient Rolls-Royce Tay engines,
- competitive acquisition cost or lease rentals,
- low navigation and landing charges thanks to low operating empty weight allowing moderate MTOWs and MLWs,
- low maintenance costs through mature structure, reliable systems and MSG-3 design,
- comprehensive airline start-up and recurring support by Fokker Services is available at competitive rates.



Aircraft Characteristics

WEIGHT

MTOW	101,000	lb	45,810	kg*
	98,000	lb	44,450	kg
MLW	88,000	lb	39,915	kg
MZFW	81,000	lb	36,740	kg
Fuel cap.	23,660	lb	10,731	kg*
	22,690	lb	10,293	kg

* from MSN 11442

Main features

- Seats up to 109 passengers at 32 in pitch,
- Chapter 4/Stage 4 noise compliant,
- Low fuel burn,
- CAEP 4 emission levels compliant,
- 1,500+ nm range,
- Modern avionics,
- Low weight for reduced user charges,
- Excellent economics.

Weight and performance

The Fokker 100 offers a choice of 2 MTOWs, and even lower MTOWs are available to take advantage of reduced weight-related charges. The aircraft is powered by Rolls-Royce Tay 620 engines, or higher rated Tay 650 engines which provide improved field and climb performance. Substantial operational experience has been acquired in cold weather operations.

Comfortable cabin

The aircraft offers flexibility from an all-economy 5-abreast 109 seater at 32 in pitch to a very spacious 4-abreast all-business class seating arrangements. Many alternative and mixed-class seating arrangements are possible.

Any arrangement offers a revenue potential unequalled by smaller regional jets. The passenger cabin is spacious and offers over 2m standing height in the aisle. The cabin is also very quiet due to the aft fuselage engine position, Tay low noise characteristics and clever noise attenuating features. Innovative LED lighting is an optional cabin feature.

The Fokker 100 is equipped with either a forward-opening passenger door or a downward-opening door with integral stairs. Both are jetway compatible.

Fokker 100s formally operated by US Airways have upper deck avionics compartments on both sides of the passenger entry door, increasing forward belly cargo hold space by 3m3 (100 ft3).

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For Continued Competitive Operation

Environment

The Fokker 100 complies with ICAO Chapter 3/FAA Stage 3 noise regulations with wide margins, enabling it to meet Chapter 4 as well. The Fokker 100 also complies with the CAEP 4 emission level requirements.

Modern flight deck

The Fokker 100 comes with a 'glass cockpit' equipped with a dual Flight Management System and a fully-integrated automatic flight control system which, as standard, has full flight envelope protection and enables Cat IIIA autoland. Cat IIIB with roll-out guidance is also available.

Full EU-OPS1 requirements are installed on many Fokker 100s or can be made available as approved Service Bulletins.

The Fokker 100 can optionally be equipped with Required Navigation Performance (RNP 0.3) which, coupled to the existing FMC. RNP 0.3 enables shorter routes and optimized approach routings, allowing for shorter approaches and lower decision altitudes.

RNP reduces weather-related diversions and yields lower block times and fuel, contributing to the environmental friendliness of the Fokker 100.

FLYFokker for economic sense

The operation of the Fokker 100 is supported by FLYFokker, our full-service Life Cycle Support program. FLYFokker comprises a package of four solutions: Take Off, Take Care, Take Over and Take Next.

Start-up operators can Take Off with their operation in six weeks instead of typically six months. For mature Fokker operators Take Care is a complete solution to increase Technical Dispatch Reliability (TDR), reduce Direct Operating Cost (DOC) and improve passenger comfort. Operators moving to other aircraft types are supported by Fokker Services in the Take Over of the continued competitive operation of their Fokker fleet. The fourth solution is a package for the mean and lean transfer of aircraft to the next operator, entitled Take Next. Using FLYFokker makes economic sense.

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