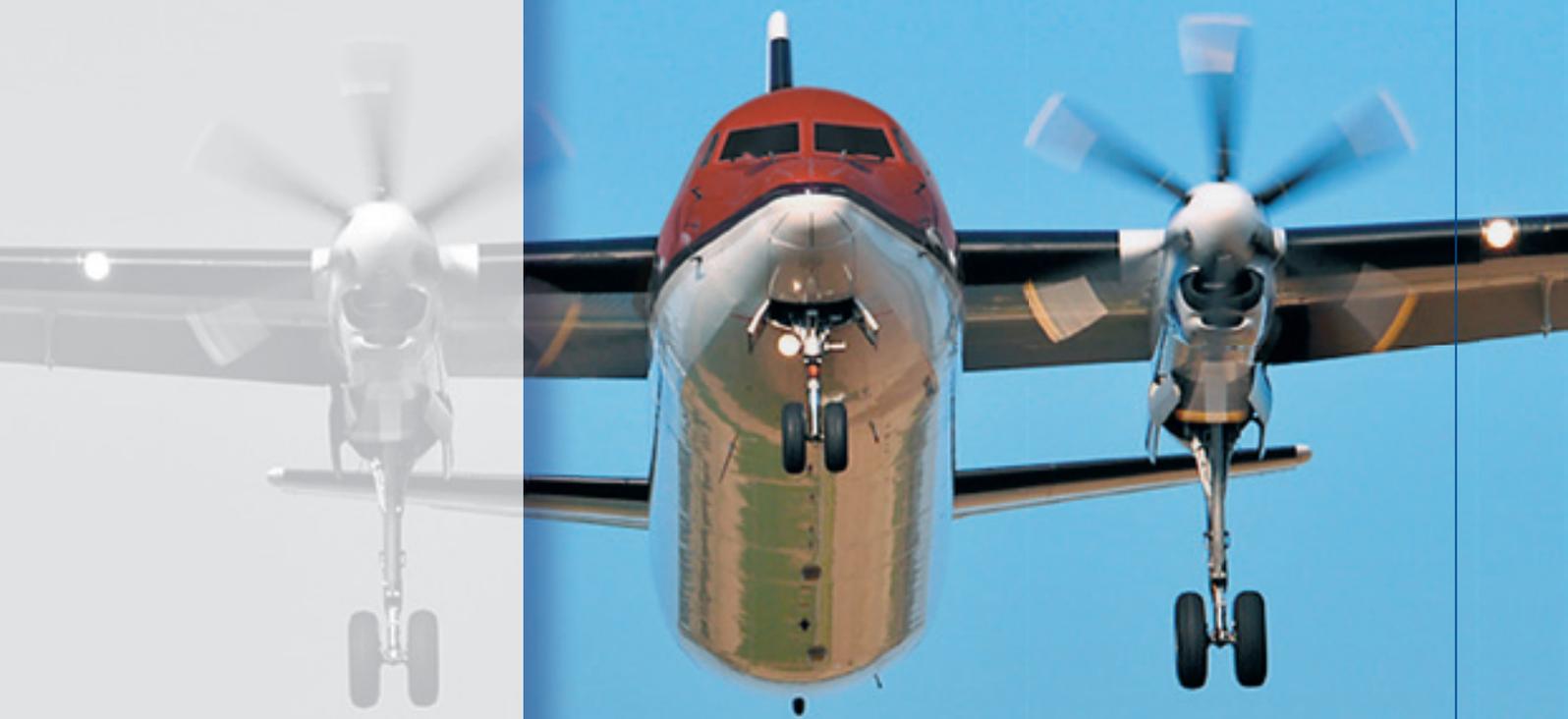


FOKKER
SERVICES

Fokker 50

Top quality, cost-effective feeder aircraft



Fokker 50
Aircraft Overview

Aircrafting

Fokker

Introduction

Prevailing market conditions have made Fokker 50 aircraft available at affordable prices or monthly lease rentals. Many of these aircraft have previously been operated by European flag carriers and represent exceptional quality and value. The Fokker 50 is a very reliable and mature aircraft with low operating expenses and this, combined with its high payload capability, makes for outstanding economics.

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 the 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.

A total of 208 dependable Fokker 50s were built until 1997 by the Fokker Aircraft Company. Dutch certification was obtained in 1987 and the FAA Type Certificate was issued in 1989. The aircraft is currently in service with close to forty operators on all five continents. The total operating experience is over 6 million landings.

Your needs

The aircraft structure is based on over forty years of experience with the unsurpassed F27 Friendship. Extensive use of composite materials, large-scale use of hot-bonded structures and comprehensive anti-corrosion treatment pay off in the Fokker 50 economic repair life of 90,000 landings.

Operators use the Fokker 50 on networks with as many as 10 landings per day. The fleet leader has made close to 60,000 landings and this is illustrative of the durability of the aircraft. Reliable systems, dependable Pratt & Whitney Canada PW125B or PW127B engines and extensive operating experience combine to create impressive technical dispatch reliability with many operators significantly above 99%. The mature Fokker 50 ensures trouble-free operations for at least the next two decades.

Your benefits

High operational flexibility is a main feature of the Fokker 50. Quick turnarounds - increasing utilization - are facilitated by the Fokker 50 4-door concept. The cargo holds are located fore and aft of the cabin, each with a dedicated door. This ensures no weight and balance problems, unlike some other turboprops with single hold.

All Fokker 50s are equipped with integral air stairs making them independent of ground equipment and facilitating comfortable passenger boarding and disembarkation. For increased independence of ground equipment an APU is installed on various available aircraft.

Choice of design weights

The Fokker 50 offers a choice of design weights to suit all operator's needs: increased range through

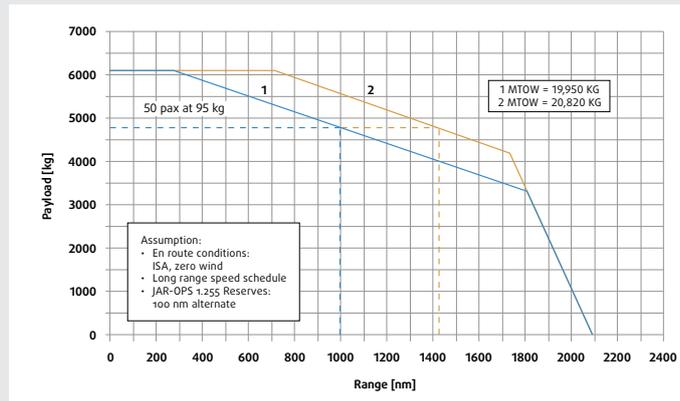


Aircraft Characteristics

Weights

MTOW	45,900 lb	20,820 kg
	43,980 lb	19,950 kg
MLW	44,160 lb	20,030 kg*
	43,500 lb	19,730 kg
	42,990 lb	19,500 kg
MZFW	41,665 lb	18,900 kg*
	41,000 lb	18,600 kg
Fuel cap.	9,090 lb	4,120 kg

* combined optional S / B



higher MTOW or reduced navigation and landing charges with standard MTOW / MLW and higher payload offered by the higher MZFW and MLW.

The Fokker 50 long-range capability can serve a wide variety of destinations and extends to long-range charter flights - up to 1,800 nm.

The high MLW and low fuel burn enable 600 nm out-and-return flights to remote destinations without fuel supply, unequalled by contemporary turboprops. Alternatively, up to 5 flights of 200 nm range can be made with a full passenger payload without refuelling: a truly outstanding multi-hop capability.

The Fokker 50 has first-rate short field performance, which includes London City steep-approach capability. Exterior noise levels well below Chapter 3 allow virtually unlimited airport access.

The Fokker 50 also has an excellent performance record with operations from unpaved runways. Together with its low runway bearing strength requirements it can serve an even wider scope of airfields.

Main features

Some of the world's most prestigious airlines have been operating the Fokker 50 as their top quality, cost-effective feeder aircraft. Quality features, which can now be enjoyed by a larger airline community, include:

- seating capacity up to 56 seats in a very quiet cabin,
- reliable and mature systems and structure,
- high operational flexibility,
- modern flight deck,
- outstanding economics.

Comfortable cabin

Typically the Fokker 50 seats from 46 to 56 passengers at a comfortable seat pitch. Ample overhead bin and wardrobe space is provided. The cabin cross-section is spacious and comparable to the Boeing 737 or 757, unlike cramped 3-abreast regional jets and turboprops. Innovative LED lighting is an optional cabin feature. Cabin noise levels are extremely low, typically below 77 dB(A) throughout larger parts of the cabin. These low noise levels are achieved through features that include slow-turning, 6 bladed propellers and

vibration absorbers. No cumbersome active noise control is used. In fact, the Fokker 50 is quieter than many regional jets and turboprops. Passengers flying the Fokker 50 - especially in the tropics - also benefit from the generous air-conditioning capabilities that are unequalled in its class.

Modern flight deck

The Fokker 50 features a 'dark cockpit' philosophy. It comes equipped with an Electronic Flight Instrument System and an Automatic Flight Control System which is certified to Cat II approach limits. The sophisticated Integrated Alerting System, providing three prioritized levels of warning, and single lever operation of the propeller pitch and unique engine power management control, both contribute to reduced pilot workload. As such, the Fokker 50 is easy to fly and an excellent entry-level large turboprop.

Full EU-OPS1 requirements as well as UNS-1 series NMS are installed on many Fokker 50s or can be made available as approved Service Bulletins.





Compelling economics

The Fokker 50 has low DOCs per trip and per seat km thanks to:

- competitive aircraft acquisition cost or lease rentals,
- low fuel burn on any stage length,
- choice of MTOWs for lower navigation and landing charges,
- low maintenance costs thanks to use of the MSG-3 maintenance philosophy, mature systems, highly durable structure, extensive use of BITE and simple-to-use maintenance and test panel,
- high reliability: allows high utilization to lower capital/fixed costs per trip,

- full airline start-up support by Fokker Services is available at competitive rates,
- low spares costs when making use of Fokker Services' ABACUS spares pooling concept.

The Fokker 50 provides a unique opportunity to:

- cost-effectively start new routes,
- replace 30-35 seater turboprops at the same trip cost,
- replace older turboprop equipment of even high-cost 50-seater regional jets.

FLYFokker

The operation of the Fokker 50 is supported by FLYFokker, our new full service life cycle support program. It helps start-up operators to shorten aircraft introduction from 6 months to 6 weeks. The program assists current Fokker operators more than ever in increasing dispatch reliability and decreasing operating costs. And the program supports operators moving to other aircraft types in the take over of the continued competitive operation of their Fokker fleet.

Economic sense

Choosing Fokker makes economic sense. Especially now. This is what existing and start-up operators are saying. Over 200 airlines and operators fly Fokker aircraft. Fokker Services continuously invests in supporting the 700 flying Fokker aircraft across the world for decades to come. For Continued Competitive Operation.

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