

FOKKER
SERVICES

Fokker 100

Compelling economics in the 100 seat market



Aircrafting

Fokker

Introduction

Prevailing market conditions make Fokker 100 aircraft available at affordable prices or monthly lease rentals. Favorable 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 the prime position to provide comprehensive support services to aircraft operators, owners or lessors. Our services focus on these activities:

- Maintenance training,
- Engineering services,
- Logistic support,
- Component maintenance, repair & overhaul,
- Aircraft maintenance and modifications.

FLYFokker combines these services to provide cost-effective, tailor-made support services to any operator.

A total of 278 dependable Fokker 100s were built by the Fokker Aircraft Company and many are still active. These Fokker 100s are currently in service with over 30 operators worldwide. The total operating experience is over 10 million flight hours.

Your needs

Today's market for 100-seaters is as dynamic as ever. The challenge remains to find an affordable aircraft with the lowest trip and seat-mile costs for a wide range of routes, while also being reliable, comfortable and compliant with all envisaged operational requirements.

The Fokker 100 is just that. Its renowned durability, passenger appeal and cost-effectiveness enable you to serve a variety of markets in very diverse operational environments. What's more, the aircraft will continue to be available as most aircraft have not even reached half their technical life of 90,000 landing or flight hours.

Your benefits

Fokker Services is dedicated to provide support services for the Fokker fleet. As an operator you will benefit from these comprehensive services, which are continuously being upgraded. We also ensure that the design of the Fokker 100 remains in compliance with the latest standards and regulations. Thus, you can take advantage of operating a modern and mature aircraft at a fraction of the capital cost of a new aircraft.

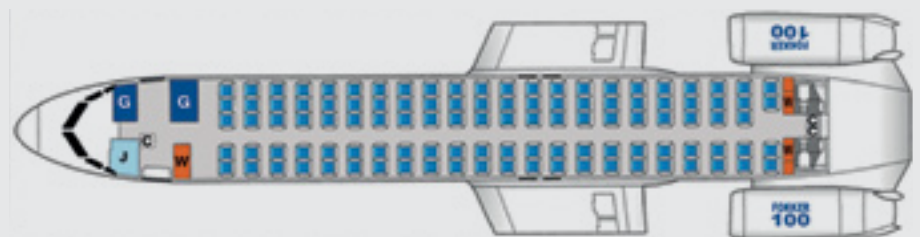


Compelling economics

The Fokker 100 has low operating costs per trip and per seat. These are based on the following qualities:

- Competitive fuel burn on any stage length thanks to the modern, supercritical "clean wing" design of the aircraft and efficient Rolls-Royce Tay engines,
- Low acquisition cost or lease rentals,
- Low navigation and landing charges thanks to moderate MTOWs and MLWs,
- Low maintenance costs,
- Full start-up support at competitive rates,
- Low spares' costs through the acclaimed ABACUS spares pooling concept.

Fokker Services continues working on reducing maintenance costs, including increasing many maintenance task intervals and engineering of alternative repair methods.



Aircraft Characteristics

Weights

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

Operational flexibility

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 engines which provide good performance. The maximum range with a full passenger payload is typically 1,500 nm.

The operating envelope extends from minus 54°C to ISA + 35°C. Extensive favorable operating experience has been gained in tropical and Arctic conditions.

Operators in harsh conditions will also benefit from the Fokker 100's demonstrated crosswind component of 35 kts.

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



Great reliability

The Fokker 100 is being operated worldwide on high-frequency feeder networks as well as on O&D routes in remote parts of the world like the Australian Outback or central Asia. Many of these Fokker 100 operators achieve a technical dispatch reliability of over 99 %.

Such favorable TDR is due to a variety of reasons. These include a mature aircraft structural design and systems, large-scale use of hot-bonded structures and comprehensive anti-corrosion treatment and reliable Rolls-Royce Tay engines.

Comfortable cabin

The aircraft offers flexibility from an all-economy 109-seater at 32 in pitch to a very spacious all-business class seating arrangement. For high labor cost environments a 100-seat configuration with just 2 cabin attendant positions is also available. Many alternative and mixed-class seating arrangements are possible. As a recent product development latest technology slim

backrest seats are also available. These provide up to 2 in more effective seat pitch.

Any cabin arrangement offers a revenue potential unequalled by smaller regional jets. The passenger cabin is spacious and offers over 2 m standing height in the aisle. Passengers have a choice between double and triple seats, unlike most other aircraft types. LED lighting, enhancing the passenger experience and cutting down on weight and maintenance costs as well, is an optional cabin feature.

The cabin is also very quiet due to the aft fuselage engine position, low noise characteristics of the Tay engine and various clever noise attenuating design features.

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





FLY FOKKER

Fokker Services B.V.

P.O. Box 1357
2130 EL Hoofddorp
The Netherlands
Tel. +31 (0)88 628 00 00

Fokker Services Inc.

5169 Southridge Parkway
Suite 100
Atlanta, GA 30349
U.S.A.
Tel. +1 770 991 43 73

Fokker Services Asia Pte. Ltd

1800 West Camp Rd.
Seletar AeroSpace Park
Singapore 797521
Tel. +65 648 11 080

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.

ADS-B Out as well as a Class 2B EFB using the iPad® are also available as optional features.

The Fokker 100 can optionally be equipped with Required Navigation Performance (RNP 0.3) which is coupled to the existing FMC. RNP 0.3 enables shorter routes and optimized approach routings, allowing for shorter approaches and lower decision altitudes. RNP also 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 Fokker 100s is supported by FLYFokker, our full service life cycle support program. FLYFokker Take Off provides all required start-up services and may help operators to shorten aircraft introduction to 6 weeks. FLYFokker Take Care provides comprehensive support services once the aircraft are in service. Both Take Off and Take Care are fully customized programs aimed at lowering operating costs and increasing dispatch reliability.

The Moneymaker

Choosing Fokker makes economic sense. Especially now. This is what existing and start-up operators are saying. Over 100 airlines and operators fly Fokker aircraft. Fokker Services continuously invests in supporting the 500 active Fokker aircraft around the world for decades to come. For Continued Competitive Operation.

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Contact

Peter van Oostrum – Director Aircraft Remarketing
E-Mail peter.vanoostrum@fokker.com

Websites

www.fokkerservices.com
www.flyfokker.com
www.myfokkerfleet.com