



Information Booklet

Fokker 100

A white Fokker 100 regional aircraft is shown from a low-angle, front-quarter perspective on a tarmac. The aircraft's high-wing configuration, T-tail, and engine nacelle are prominent. The sky is blue with scattered white clouds. The aircraft registration 'N555A' is visible on the fuselage.

The Fokker 100 is a regional aircraft of which a total of 278 were built until 1996 by the Fokker Aircraft Company. A sophisticated flight deck and avionics, good performance, and low noise and engine emissions continue to make the Fokker 100 a versatile and cost-effective 100-seater.

Designed with a life of 90,000 landings, numerous Fokker 100s are currently in service with 15 operators worldwide in all types of operational environments. The Fokker 100 is in use as a passenger aircraft seating up to 109 passengers, as well as a special mission aircraft with several governments. Various operators have indicated to keep their Fokker 100s in service beyond 2030.

The shorter fuselage Fokker 70 was developed from the Fokker 100. Both aircraft have a large systems commonality and pilots share the same type rating. Comprehensive support for the Fokker 100 continues to be available from Fokker Services and other companies.

While various pre-owned Fokker 100s have been traded, recently it is expected that the Fokker 100 will continue to remain available for sale by their current owners, typically at very affordable prices. Fokker Services neither own nor sell any aircraft. Rather, it assists prospective new operators in locating available aircraft on the market as well as providing input with respect to aircraft support matters for operator business planning.

This booklet provides basic information on the aircraft, its payload and performance, as well as maintenance and general support. For more information on the Fokker 100, please contact: Menno.Velthuijs@Fokker.com.

Great Passenger Comfort

The Fokker 100 seats up to 109 passengers at a comfortable 32 in (81 cm) seat pitch. Most Fokker 100s however have just 100 seats, typically at a very generous 34 in (86 cm) seat pitch. Ample overhead bin and wardrobe space is available and up to three lavatories and /or full size hot galleys may be installed.

Passengers like the acclaimed very low cabin noise levels, and there is also the choice between 2-abreast or 3-abreast seating

and seats. The cabin is spacious and offers a standing height in the aisle of over 2 m.

The Fokker 100 is equipped with either a forward-opening door or with a downward-opening door with sturdy integral stairs that are fully jetway compatible, thus enabling maximum operational flexibility. It facilitates easy boarding and embarkation, particularly at airfields without loading bridges.

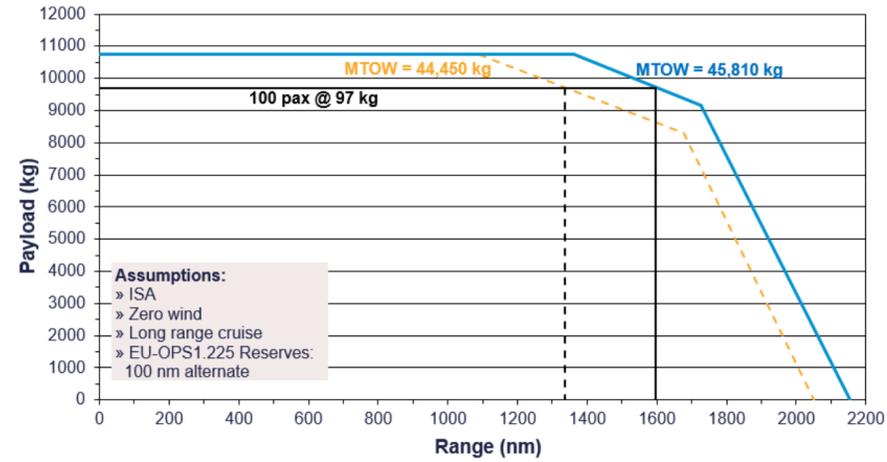




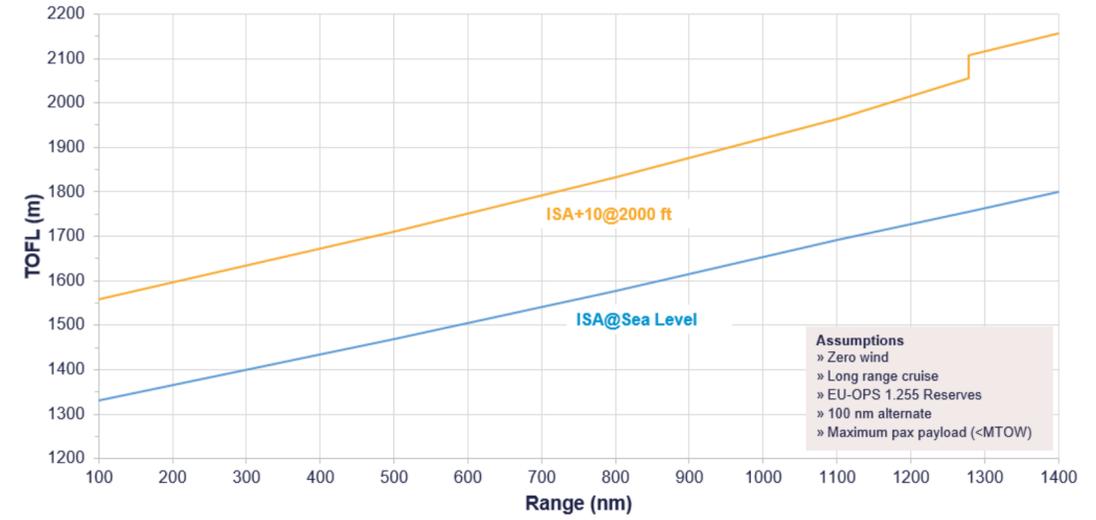
Performance

The Fokker 100 is powered by reliable Rolls-Royce Tay 650 engines, which provide it with excellent field and climb performance.

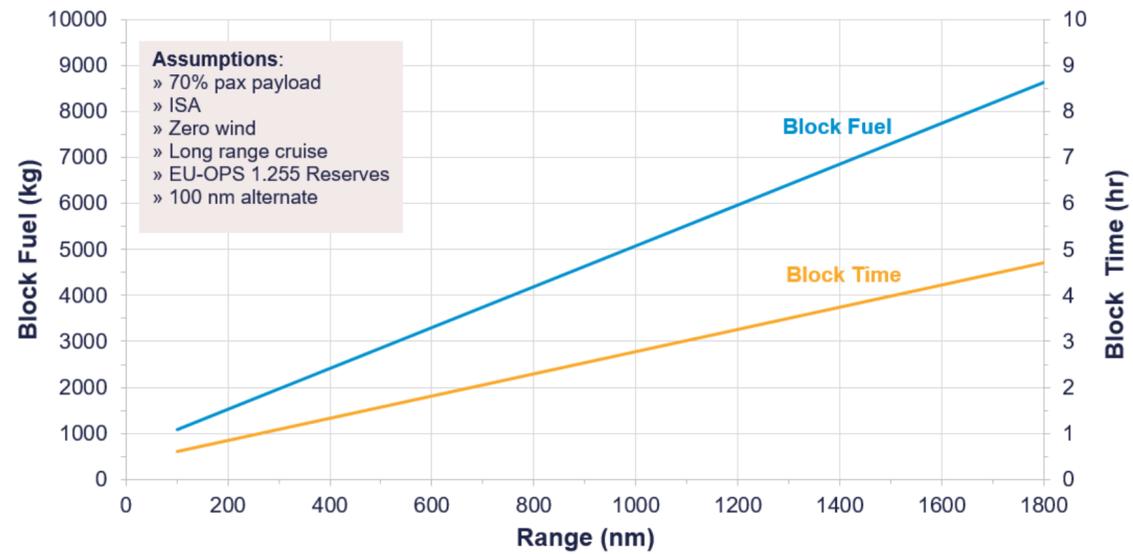
Payload vs Range



Takeoff Field Length vs Range



Fokker 100 - BF & BT vs Range



Landing Field Length @ MLW

ISA, Sea Level	1345 m
ISA +10°C, 2000 ft	1405 m



Avionics

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) capability, which is coupled to the existing FMC. RNP 0.3 enables shorter routes and optimized approach routings, allowing for shorter approaches and lower decision heights. RNP reduces weather-related diversions and yields lower block times and fuel, contributing to the environmental friendliness of the Fokker 100.

ADS-B Out V2 and LPV (Localizer Performance with Vertical guidance) are also available as approved Service Bulletins, ensuring compliance with the latest regulations. The Fokker 100 is exempt from compliance with CPDLC. A portable EFB, using the iPad®, is available through an approved Service Bulletin.

Pilots flying the Fokker 100 share the same Type Rating as for the Fokker 70.

Environment

The Fokker 100 has a modest fuel burn and as such a modest CO2 output. As to the conventional pollutants, unburnt hydrocarbons (HC), carbon monoxide and nitrous oxides (NOx), the Fokker 100 has emission levels substantially below ICAO CAEP/4 limits.

Thanks to low-noise engines and noise shielding by the wing the Fokker 100 has a low community noise footprint, facilitating airport operations during very early or late hours. Certification noise levels are over 16 EPNdB lower than those required by ICAO Annex 16, Stage 3.

Basic Aircraft Specifications

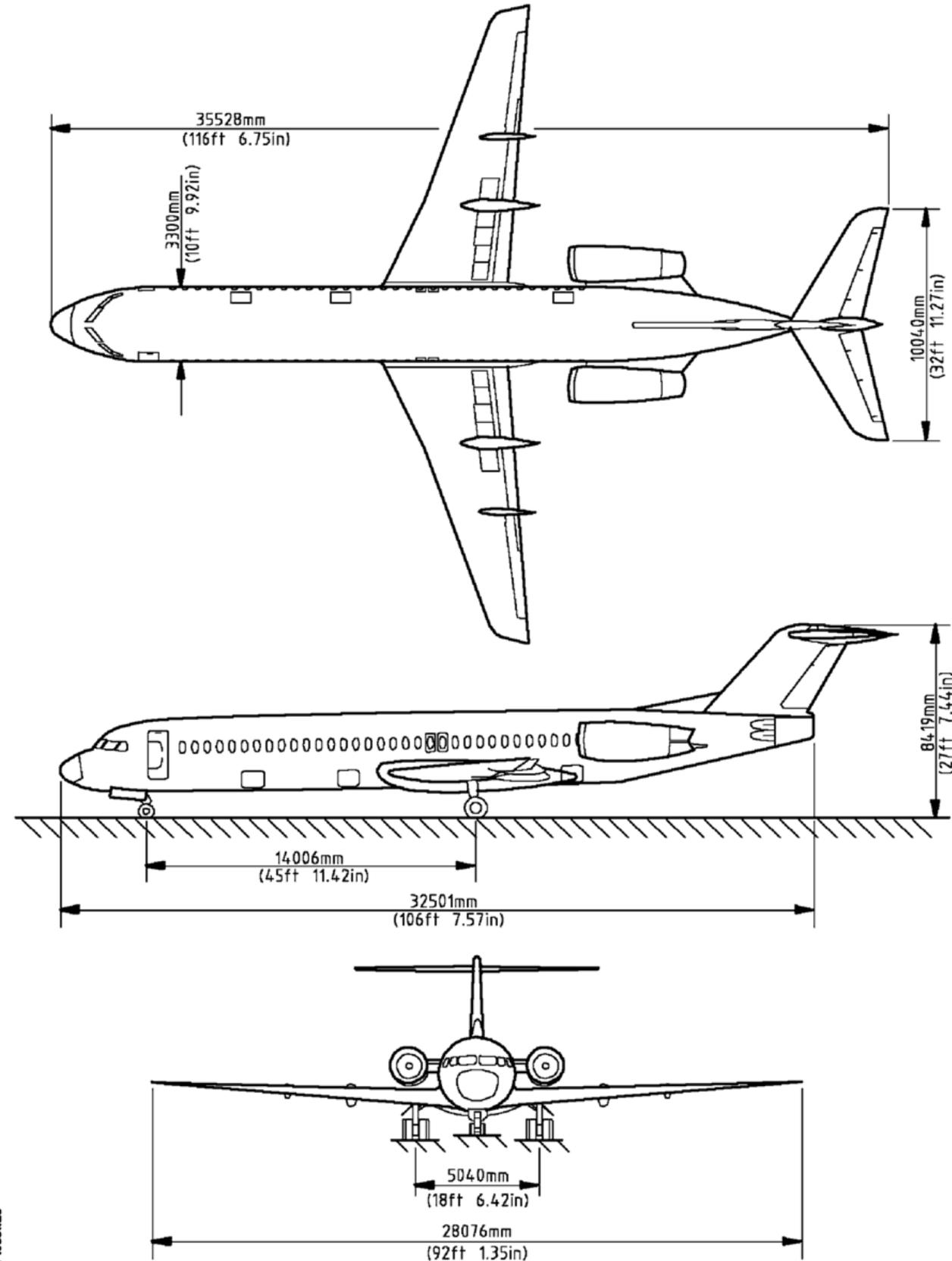


Door Sizes		
Main Entry Door, Integral Stairs	1.92 m x 0.86 m	6.4 x 2.9 ft
Main Entry Door, Forward Opening	1.86 x 0.86 m	6.1 x 2.8 ft
Forward Service Door	1.30 x 0.63 m	4.3 x 2.1 ft
Cargo Hold Doors, Upward Opening	1.45 x 1.40 m	4.9 x 4.7 ft
Cargo Hold Doors, Downward Opening	0.90 x 0.95 m	2.9 x 3.1 ft

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

* Most aircraft from MSN 11444

** From MSN 11442



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Maintenance & Support

The Fokker 100 has become renowned for its reliability and structural durability. Both qualities are attributed to a great combination of the design of the aircraft and its in-service support by Fokker Services and major vendors. These characteristics have led various operators to commit to keeping the aircraft in service beyond 2030.

Airframe maintenance is straightforward with heavy check intervals at 5,000 flight hours. Major components, except for landing gear and power plant, are on-condition and can be readily serviced.

The operator will benefit from comprehensive support from a number of parties when starting up a Fokker 100 operation. Fokker Services can provide an initial provisioning (IP) recommendation for no-go rotables, consumables and expendables and tooling / GSE. All aircraft related documentation, in a digital fashion, can also be provided through the unique CASA2.0 program, which also provides engineering services and various other benefits. A CASA2.0 subscription should facilitate both importing an aircraft as well as putting it on the AOC, since all documentation will be available and up-to-date. Maintenance training, flight crew type rating courses and operational training is available from a number of dedicated specialists.

Once operating, Fokker Services can provide its acclaimed ABACUS lease and exchange program for high value rotables. ABACUS saves an operator from investing in its own stocks. Rotable repairs can either be on a fixed rate per flight

hour basis as part of ABACUS, or on a time and material basis. Airframe checks or modifications can be done by a wide range of operators and MRO centers worldwide.

Fokker Services can also provide customized maintenance programs, e.g. in case of low utilization or very specific non-airline operating conditions. A technical representative, either on full-time or part-time basis, can also be arranged. All support services for the Fokker 100 are thus available, backed up by a 24/7 AOG desk for engineering and logistic support. Fokker Services' main warehouse is located at Amsterdam Schiphol Airport, which has great connections to all parts of the world. Other stocks are located at the Fokker Services Asia MRO facility at Singapore Seletar airport and La Grange, near Atlanta International Airport, U.S.





Independent Leader in Maintenance, Modifications & Conversions

Your Fleet, Our Solutions. Together

About Fokker Services Group

Fokker Services Group is an independent aerospace service company with a global reach. Providing comprehensive solutions from its five facilities in Europe, Asia and the Americas, Fokker Services Group is a key partner for regional, narrow-body and wide-body platforms in the Commercial, VIP, Cargo and Defense markets. The organization offers a unique set of capabilities, products and services: 'Modifications & Engineering Services' for the latest technical solutions; 'Component Services' such as nose-to-tail programs, exchange services, and component repairs; 'Material Services' such as parts manufacturing, spares deliveries, and tear-downs; 'Airframe Services' for aircraft MRO including lease transitions and painting; and 'Aircraft Completion & Conversion Services' for Executive, VVIP and Special Mission aircraft upgrades.



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