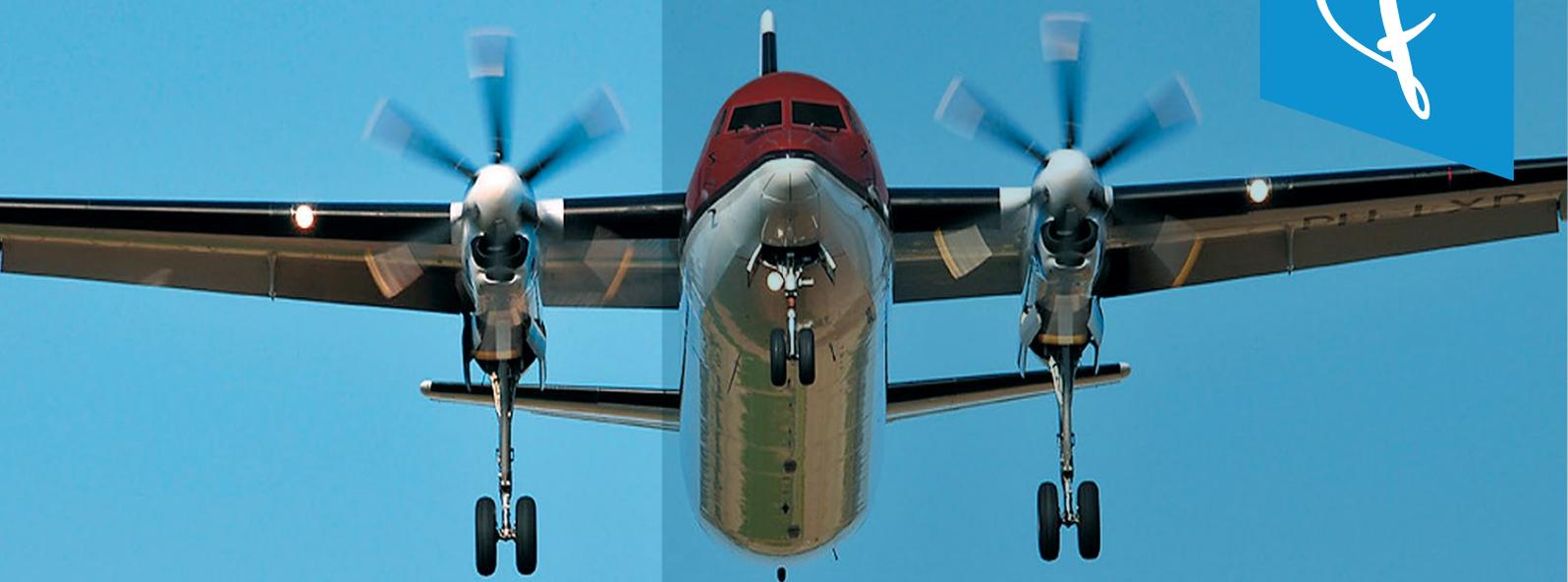


Fokker  
Services



# Fokker 50

Information Booklet

*Fokker*



# Introduction

The Fokker 50 is a regional turboprop aircraft of which a total of 208 were built until 1997 by the Fokker Aircraft Company. It was the natural successor of the F-27 Friendship.

Designed with a life of 90,000 landings, many Fokker 50s are currently in service with close to 30 operators worldwide in all types of operational environments. The versatile Fokker 50 is in use as a 50-seat passenger aircraft and 7-ton freighter, as well as a special mission aircraft with several governments. Various operators have indicated to keep their Fokker 50s in service beyond 2030. Comprehensive support for the Fokker 50 continues to be available from Fokker Services and other companies.

While numerous pre-owned Fokker 50s have been traded, it is expected that the Fokker 50 will continue to remain available for sale by their current owners, typically at affordable prices.



Fokker Services assists prospective new operators in locating available aircraft on the market as well providing input on aircraft support matters for operator business planning. Fokker Services neither own nor sell any aircraft.

This information booklet provides basic details on the aircraft, its payload and performance, as well as maintenance and general support. For more specific information, please email: [Menno.Velthuijs@Fokker.com](mailto:Menno.Velthuijs@Fokker.com)



## Great Passenger Comfort

The Fokker 50 seats 46 to 56 passengers at a comfortable seat pitch. Latest technology slim backrest seats may be installed, decreasing weight and increasing effective seat pitch by up to 2 inches (5 cm). Ample overhead bin and wardrobe space is available.

The spacious cabin cross section has a wide aisle. The seat width is typically the same as Boeing 737s. Optional LED lighting enhances the passenger experience and cuts down on weight and maintenance costs. Cabin noise levels are extremely low, typically 77 dB(A), throughout large parts of the cabin. This is achieved through design features including slow-turning, 6-bladed propellers and vibration absorbers. No active-noise control is needed. Passengers also benefit from generous and unequalled air-conditioning capabilities.

## Operational Flexibility

High operational flexibility is a main feature of the Fokker 50. Quick turnarounds – increasing utilization – are facilitated by the 4-door concept, preventing ground handling interference. The cargo holds are located fore and aft of the cabin, each with a dedicated door. This ensures no weight and balance problems, which can sometimes be experienced with a single hold.

All Fokker 50s are equipped with sturdy, integrated airstairs, making the aircraft independent of ground equipment and facilitating comfortable passenger boarding. For increased independence of ground equipment, an APU is installed on numerous Fokker 50s.

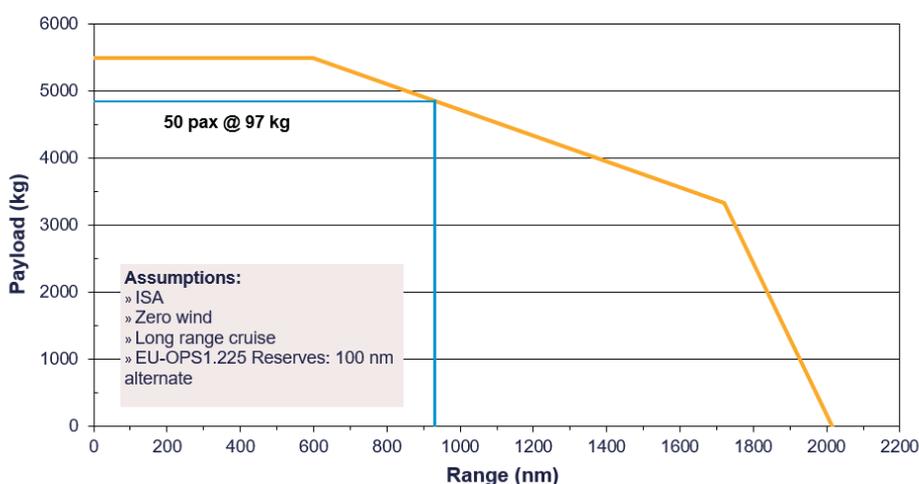
The Fokker 50 also has an excellent performance record with operations from unpaved runways. Together with its low runway bearing strength requirements it can serve an even wider scope of airfields.



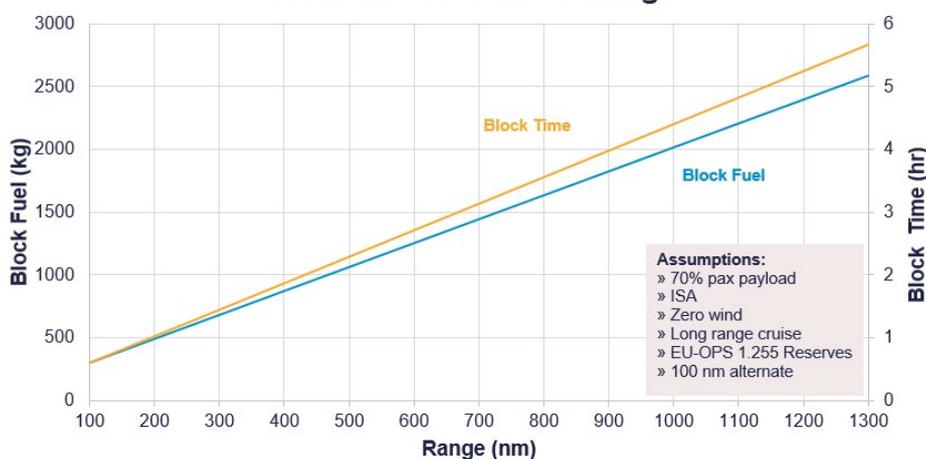
# Performance

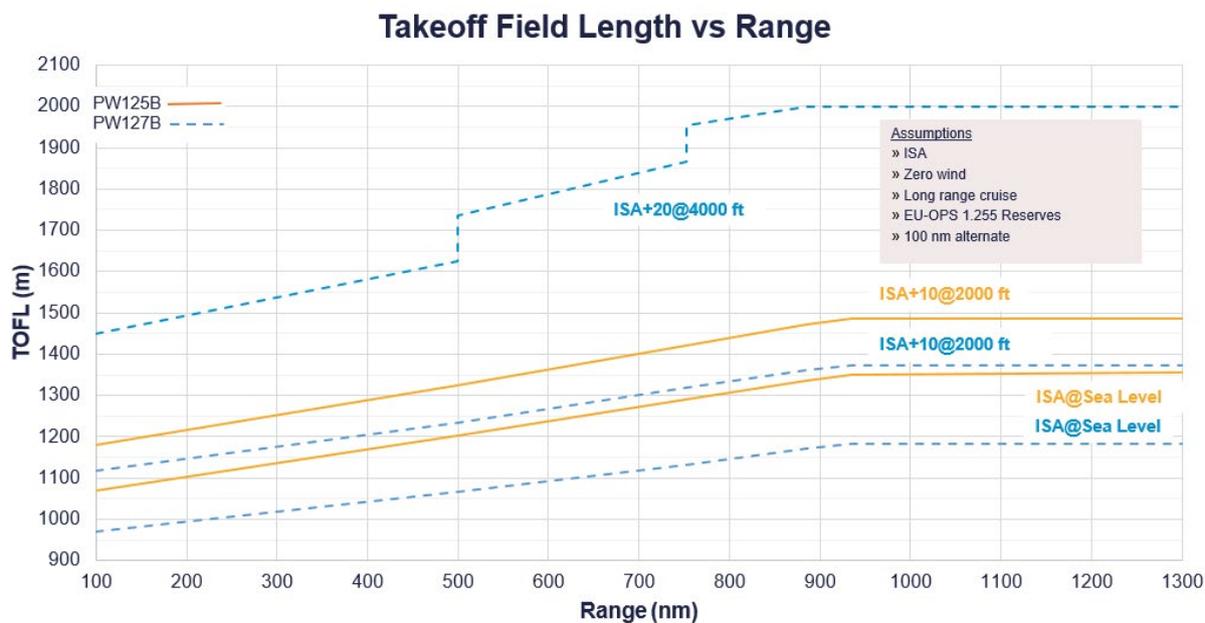
The Fokker 50 long-range capability enables a wide variety of destinations including long-range charter flights. Low fuel burn and high maximum landing weight (MLW) enable a 500 nm out-and-return range with full passenger payload to remote destinations without fuel supply. Alternatively, economic tankering is a possibility if fuel prices differ substantially at origin and destination.

**Payload vs Range**



**Fokker 50 - BF & BT vs Range**





The Fokker 50 configured with PW125B engines has good field performance. It also has a steep-approach capability, e.g. allowing access to London City Airport.

Landing Field Length @ MLW	
ISA, Sea Level	1130 m
ISA +10°C, 2000 ft	1180 m



## The Fokker 50 Freighter

The Fokker 50 can be easily converted to an excellent Class E freighter. Maximum payload is over 7,000 kg while the maximum gross cabin volume is up to 56 m<sup>3</sup> (2,000 ft<sup>3</sup>). Range with a typical 5,000 kg payload is 1,400 nm. Various options exist to fully customize the cabin configuration including: full Class E or keeping the aft baggage compartment, floor reinforcements, vertical nets to maximize the useable cabin volume, blanking of passenger windows, deactivation of aft door(s) and installation of cargo loading systems.

Loading is typically done through the original, forward passenger door with an opening of 1.79 x 0.76 m (70 x 30 in, H x W). Alternatively, the original aft cargo door is used, which measures 1.27 x 0.86 m (50 x 34 in, H x W). E-Class conversion is available as an approved Service Bulletin and various MRO companies have already converted the Fokker 50 passenger configuration into a freighter configuration.

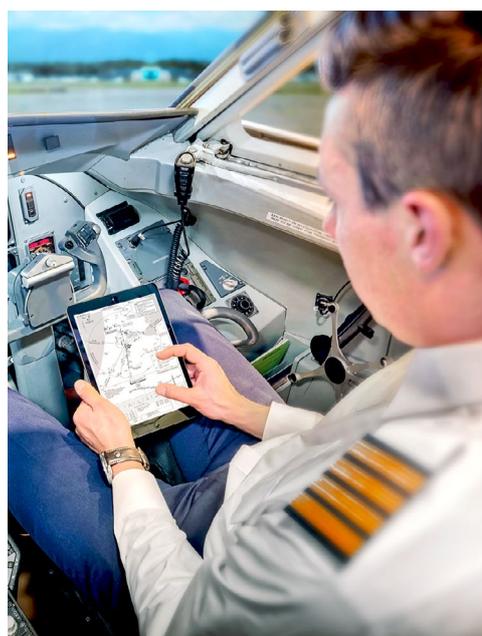




## Avionics

The Fokker 50 features a 'dark cockpit' philosophy. It comes equipped with an Electronic Flight Instrument System (EFIS) and an Automatic Flight Control System, which is certified to Cat II approach limits. The sophisticated Integrated Alerting System provides three prioritized levels of warning. A unique single lever operation of the propeller pitch and engine power contributes to reduced pilot workload.

Full EU-OPS1, BRNAV and PRNAV compliance is achieved through UNS-1 Series NMS installed on many Fokker 50s. ADS-B Out V2 and Localizer Performance with Vertical guidance (LPV) are also available as approved Service Bulletins, ensuring compliance with the latest regulations. The modern flight deck and excellent low-speed capabilities make the Fokker 50 an easy-to-fly and excellent entry-level large turboprop. A portable EFB, using the iPad®, is available through an approved Service Bulletin.





## Environment

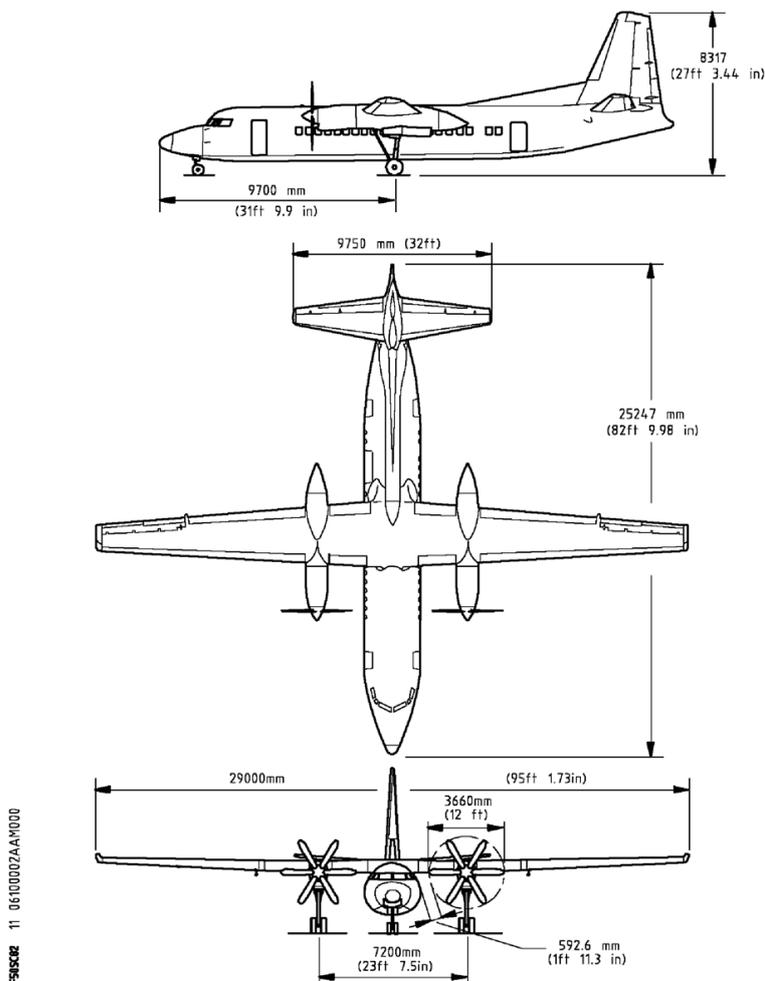
As a turboprop the Fokker 50 uses up to 30% less fuel than a regional jet with the same passenger capacity. Consequently, the CO<sub>2</sub> output is also up to 30% less. In fact, the Fokker 50 CO<sub>2</sub> output per passenger is less than 100 gr/km, which is lower than the figure for most cars (assuming 100% load factor for Fokker 50 and 1 person per car).

As to the conventional pollutants unburnt hydrocarbons (HC), carbon monoxide (CO) and nitrous oxides (NO<sub>x</sub>), the Fokker 50 has emission levels substantially below ICAO CAEP/4 and CAEP/6 limits. The Fokker 50 has a low community noise footprint, facilitating airport operations during very early or late hours. Certification noise levels are over 18 EPNdB lower than those required by ICAO Annex 16, Stage 3.





# Basic Aircraft Specifications



Door Sizes		
	H x W (m)	H x W (in)
LH Forward Door	1.79 x 0.76	70 x 30
LH Aft Service Door	1.27 x 0.61	50 x 24
RH Aft Cargo Door	1.27 x 0.86	50 x 34
RH Forward Service Door	1.27 x 0.61	50 x 24

Weights		
MTOW	20,820 kg	45,900 lb
	19,950 kg	43,980 lb
MLW	20,030 kg	44,160 lb*
	19,730 kg	43,500 lb
	19,500 kg	42,990 lb
MZFW	18,900 kg	41,665 lb*
	18,600 kg	41,000 lb
Fuel Capacity	4,120 kg	9,090 lb
Payload Typically	5,500 kg	12,125 lb

\*combined optional S/B



## Maintenance & Support



The Fokker 50 has become renowned for its low operational cost, reliability and structural durability. These qualities are attributed to the combination of aircraft design and 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 PW125B or PW127B engine are part of the Pratt & Whitney Canada PW120 Series of engines and have a choice of dedicated MRO providers.

The operator will benefit from comprehensive support from a number of parties when starting up a Fokker 50 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 format, can 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 operators 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 completed 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 50 are 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 global connections. Other stocks are located at the Fokker Services Asia MRO facility at Singapore Seletar Airport and LaGrange, near Atlanta International Airport, U.S.



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