



Information Booklet

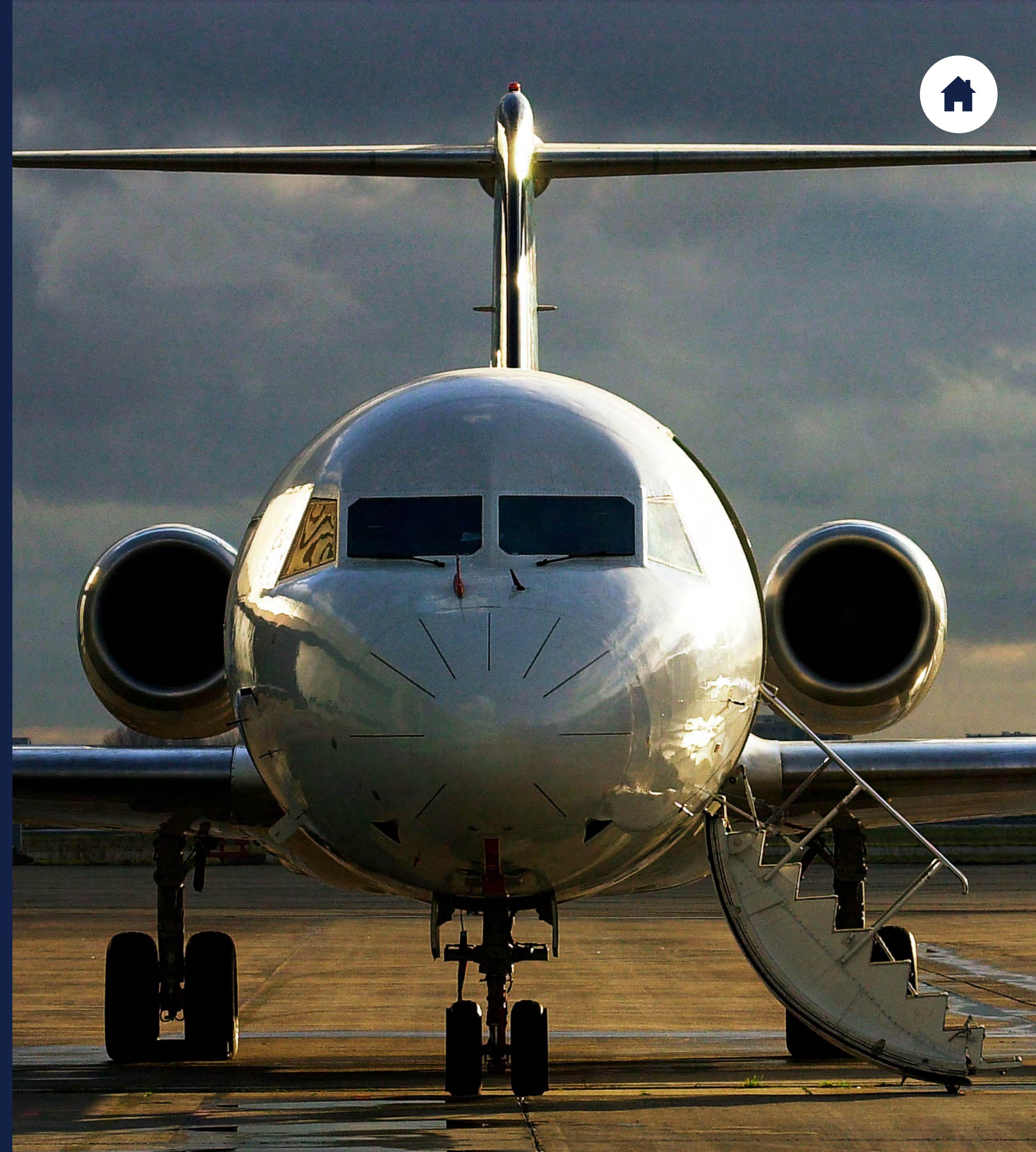
Fokker 70

The Fokker 70 is a regional aircraft developed from the Fokker 100. Both aircraft have a large systems commonality and pilots share the same type rating. From 1994 until 1997, 47 aircraft were built by the Fokker Aircraft Company. A sophisticated flight deck and avionics, good performance and low noise and engine emissions continue to make the Fokker 70 a versatile and cost-effective 80-seater.

Designed with a life of 90,000 landings, most Fokker 70s are currently in service with ten operators around the world in all types of operational environments. The Fokker 70 is in use as a passenger aircraft and as a VIP aircraft, serving Heads of State. Various operators have indicated to keep their Fokker 70s in service beyond 2030. Comprehensive support for the Fokker 70 is available from Fokker Services and other companies.

While various pre-owned Fokker 70s have been traded, it is expected that the Fokker 70 will continue to remain available for sale by their current owners, typically at 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 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 specific information on the Fokker 70, please contact: Menno.Velthuijs@Fokker.com



Great Passenger Comfort

The Fokker 70 seats up to 80 passengers mostly at a comfortable 32in (81cm) seat pitch. Ample overhead bin and wardrobe space is available and up to two lavatories and/or full-size hot galleys may be installed. Many alternative seating arrangements are possible, e.g. a combined mixed class configuration with 12 First and 60 Economy class seats with full hot galleys.

Passengers benefit from the low cabin noise levels and fresh air: no recirculation of cabin air is used. Passengers also have the choice between two-abreast or three-abreast seating and seats. The cabin is spacious and offers a standing height in the aisle of over 2m.

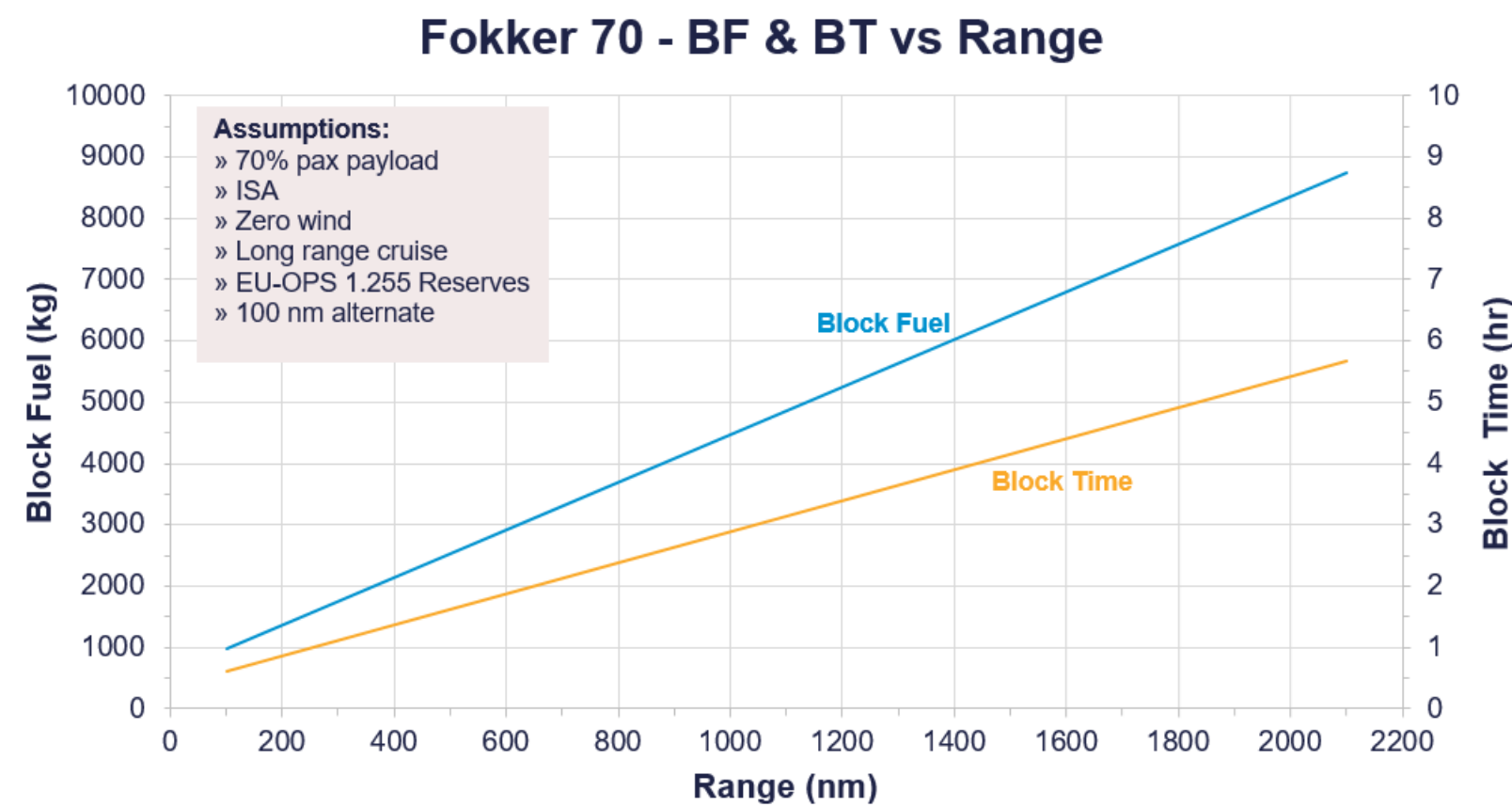
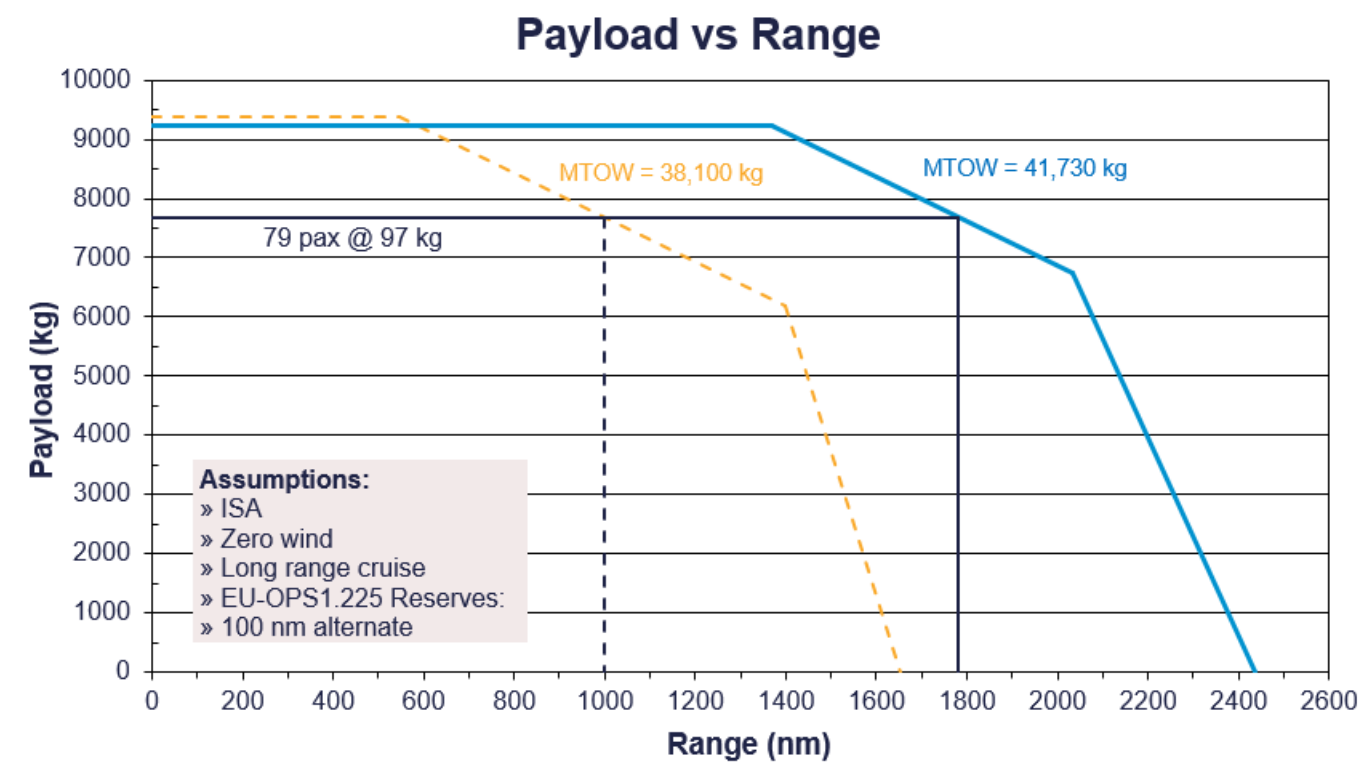
The Fokker 70 is equipped with a downward-opening door with sturdy integral stairs that are fully jetway compatible, thus enabling maximum operational flexibility. It facilitates easy boarding and embarkation, particularly at airfields without loading bridges.



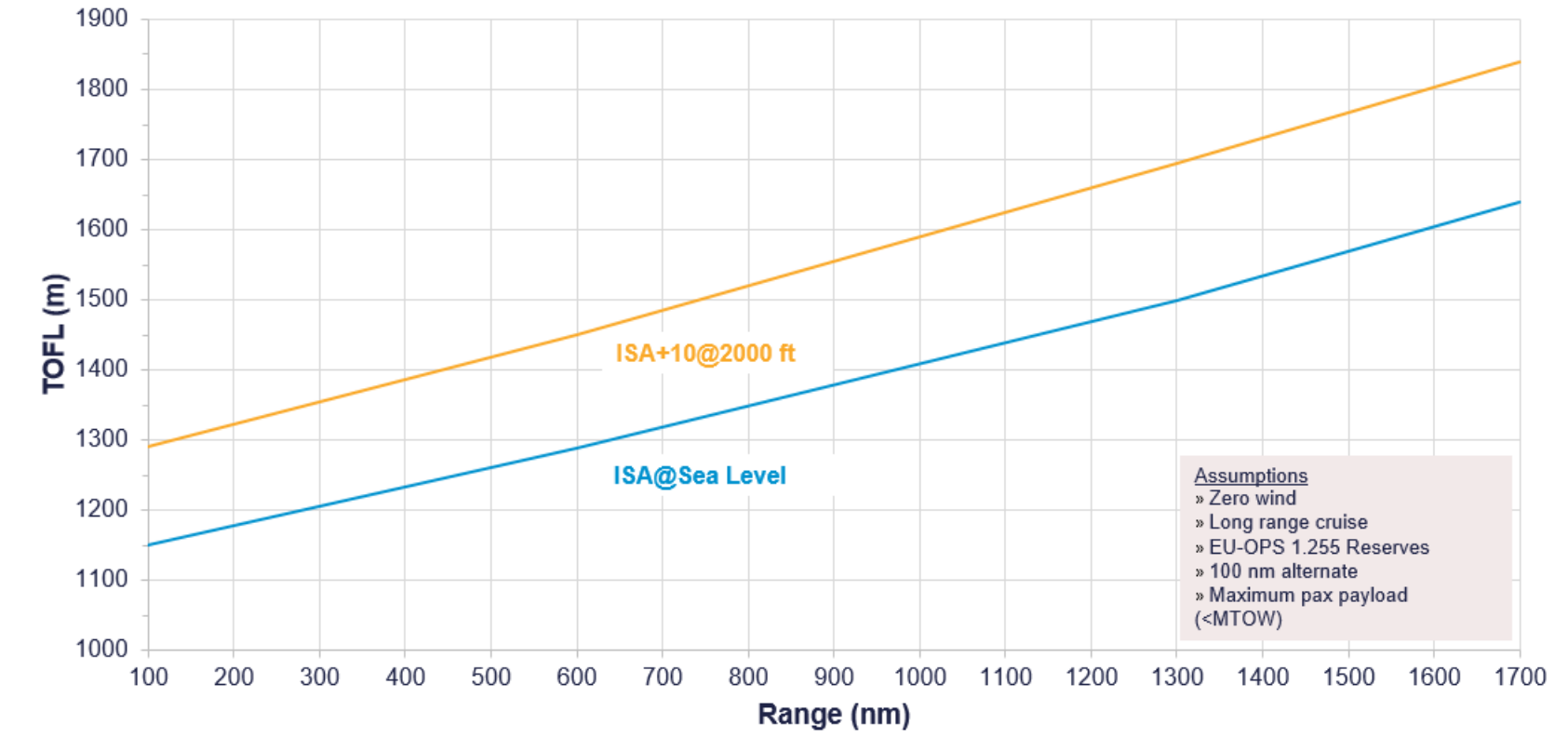


Performance

The Fokker 70 is exclusively powered by reliable Rolls-Royce Tay 620 engines, which provide it with excellent field and climb performance.



Takeoff Field Length vs Range



The Fokker 70 is certified for steep approaches. It can thus operate at airports like London City (LCY).

Hence, there is an option available to operate the Fokker 70 aircraft with low tyre pressure on airfields with low pavement bearings strengths. This feature enhances the Fokker 70's operational flexibility and enables an operator to offer jet air services on airports currently only served by turbo prop aircraft with aircraft classification numbers (ACN) up to 20 up to 4,000 feet elevation with MTOW of ca 41950 lbs.

Landing Field Length @ MLW	
ISA, Sea Level	1270 m
ISA +10°C, 2000 ft	1360 m



Avionics

The Fokker 70 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 70s or can be made available as approved Service Bulletins. The Fokker 70 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 70.

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 70 is exempt from compliance with CPDLC. A portable EFB, using the iPad®, is available through an approved Service Bulletin. Pilots flying the Fokker 70 share the same Type Rating as for the Fokker 100.

Environment

The Fokker 70 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 70 has emission levels substantially below ICAO CAEP/4 limits.

Thanks to low-noise engines and noise shielding by the wing the Fokker 70 has a very low community noise footprint, facilitating airport operations during very early or late hours. Certification noise levels are over 24 EPNdB lower than those required by ICAO Annex 16, Stage 3.

Basic Aircraft Specifications



Door Sizes		
Main Entrance Door (H x W)	1.92 m x 0.86 m	6.4 x 2.9 ft
Forward Cargo Door (H x W)	1.45 x 1.40 m	4.9 x 4.7 ft
Forward Compartment Volume	8.15 m ³	288 ft ³
Aft Cargo Door (H x W)	1.22 x 0.97 m	4.0 x 3.2 ft
Aft Compartment Volume	4.63 m ³	163 ft ³
Service/Emergency Door	1.30 x 0.63 m	4.3 x 2.1 ft

Weights		
MTOW	41,730 kg	92,000 lb
MLW	36,740 kg	81,000 lb
MZFW	33,565 kg	74,000 lb
Fuel Capacity	10,731 kg	23,660 lb

Note: Lower MTOW options are available

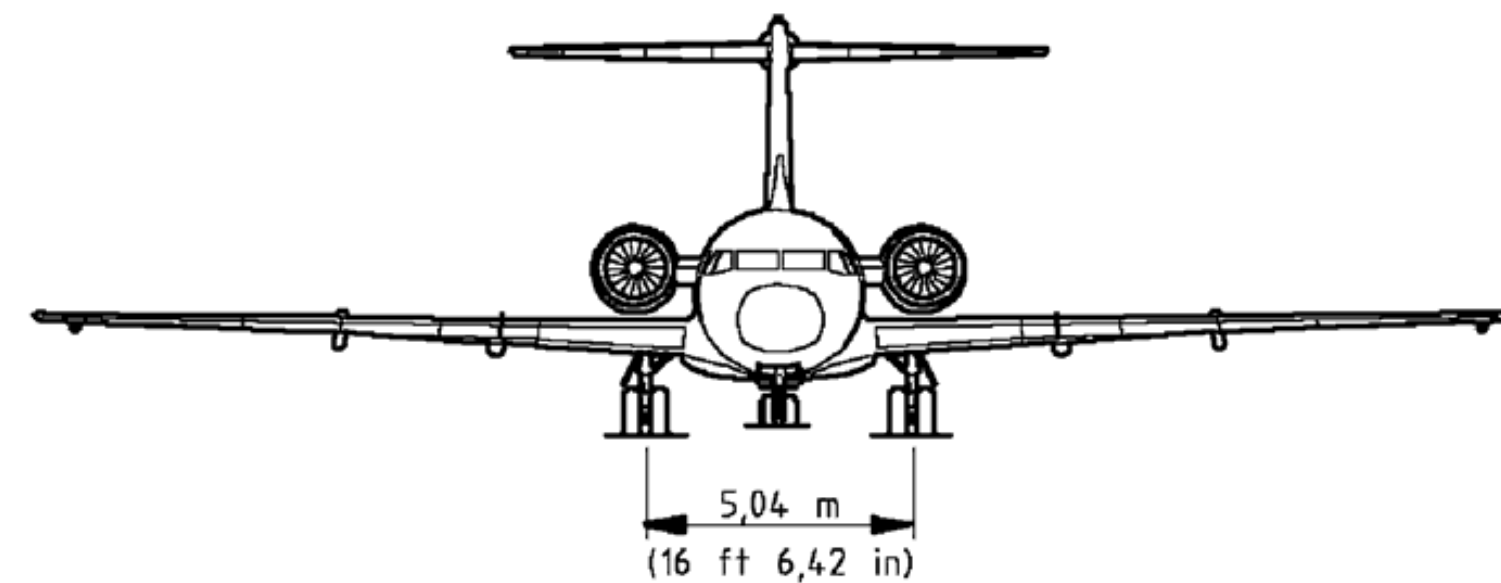
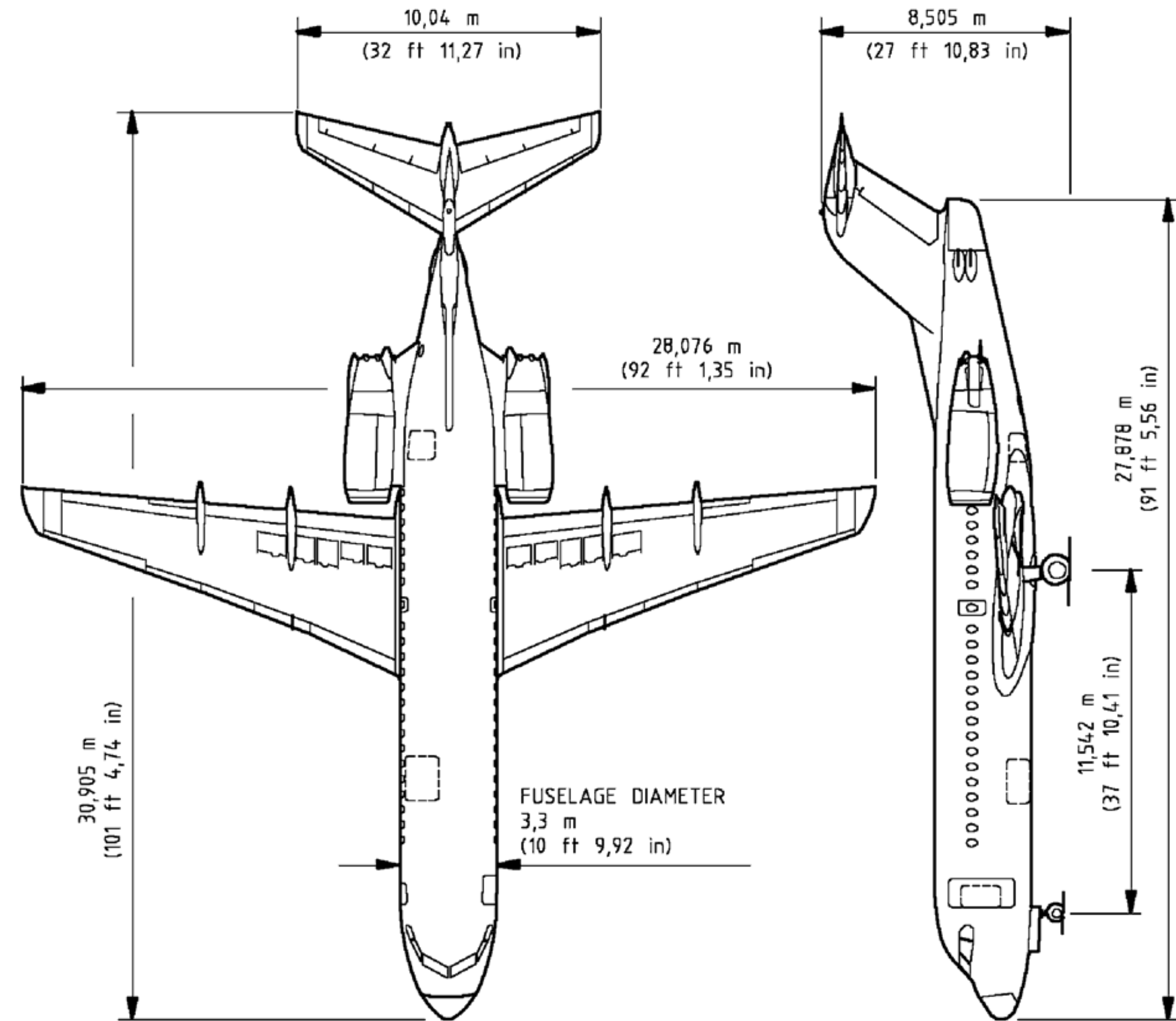


FIGURE 99



Maintenance & Support

The Fokker 70, like its larger ‘brother’ 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 70 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 70 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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