

## FOKKER AIRCRAFT

PO Box 12222, Amsterdam-Zuidoost, 1100 AE, Netherlands. Tel: +31 (20) 605 6666; Fax: +31 (20) 605 7022; Telex: 11526 FMHS NL

### F28

The F28 was introduced in 1969, with production lasting until 1987, and has since been succeeded by its derivatives, the Fokker 100 and 70. Fokker has defined an inspection and modification programme which extends the life of the aircraft to 100,000 flight cycles. Each F28 approaching 90,000 cycles (a limit itself extended from the initial 60,000 cycles) will be treated individually. Operators apply directly to Fokker for a dedicated programme of inspections, structural modifications and retirement-life replacements. The fleet-leader F28 passed its modification programme in 1993.

**Ordered: 232**  
**Delivered: 232**

### FOKKER 70/100

Indonesia's Sempati Air became the first airline to operate the Fokker 70 in March 1995, when it received the first two of the ten aircraft which it will eventually operate. The first Fokker 70 was delivered to Ford Motor Corporation of the USA in October 1994.

In October 1995, the Fokker 70 became only the second jet type approved for operation at London City Airport in the UK, starting operations there in November 1995. This broke Avro International Aerospace's monopoly with the RJ Avroliner family.

The Dutch manufacturer has indicated that it plans to gain a similar approval for the larger Fokker 100. This will require various modifications to the aircraft, including a reduction in the pre-charged pressure in the main-landing-gear struts. Software changes to reconfigure the avionics systems, to cope with the steeper, 5.5°, glideslope, will also be introduced.

Earlier in 1995, Fokker announced that Rockwell-Collins' AVSAT-900 FMS/GPS would be fitted to the JetLine family as standard from 1997, replacing the existing Honeywell FMS.

Also available is the Fokker 100QC (quick change). This would be manufactured as a standard aircraft and then modified by a subcontractor. The QC would carry a maximum payload of 11.5t, or up to 11 LD3 containers.

The Fokker 100 was launched in November 1983, superseding the F28-4000 from which it is derived. The first flight was in November 1986 and the type entered service with Swissair in March 1988.

The Fokker 70's fuselage is 4.62m shorter than that of the Fokker 100, achieved by removing fuselage plugs forward and aft of the wing. The Fokker 70 programme was launched in November 1992 and the first aircraft flown in April 1993.

**Ordered: 357**  
**Delivered: 295**

Dimensions	Landing gear		Accommodation		Weights (kg)		Fuel (litres)	FAR field lengths		Speeds		Cruise performance		Payload
	Span (m)	Track (m)	Seats	Ramp	Standard	Optional		ISA sl	ISA sl	V2	(mach)	Max cruise speed (kt)	long range speed (kt)	
Length (m)	Wheelbase (m)	Pitch	Take-off	Optional	ISA +20°C sl	ISA +20°C sl	ISA 5,000ft	ISA 5,000ft	WAT	alt (ft)	alt (ft)	Range/MI (km)	Full tank (kg)	
Height (m)	Turn radius (m)	Alcraest	Landing	Optional	ISA +20°C 5,000ft	ISA +20°C 5,000ft	WMO	MNO	Fuel cons (kg/h)	Fuel cons (kg/h)	Full tank (kg)	Range with F (km)		
Wing area (m <sup>2</sup> )	Hold vol (m <sup>3</sup> )	Zero-fuel	Ops empty	Press diff (bar)	VNE	MNE								
<b>Fokker F28 Fellowship Mk4000</b>														
2 x 244kN Rolls-Royce RB.183 Mk555-15P turbofans														
25.07	5.04	85	33,335	9,740	1,678	1,036	134			449	358	10,560		
29.61	10.35	73cm	33,110	13,040	2,037	1,036	125.00			26,000	29,000	1,600		
8.47	16.96	5	31,525		2,535	1,091	330	0.75		2,478	1,553	-		
79.00		13.50	20,125		2,902	1,091	330	0.75				-		
16.00		2	17,565					0.83				-		
		0.51										-		
Take-off ISA +20_C 5,000ft at MTOW of 31,750kg														
<b>Fokker 70 (standard)</b>														
2 x 261.6kN Rolls-Royce Tay Mk620 turbofans														
28.08	5.04	80	36,965	9,640	1,296	1,210	126			462	401	9,191		
30.91	11.54	79/81cm	36,740		1,434	1,210	119.00			26,000	35,000	2,010		
8.51	17.78	5	34,015		1,639	1,335	320	0.77		2,330	1,425	-		
93.50		12.78	31,975		1,965	1,335	320	0.77				-		
17.40		2	22,784					0.84				-		
		0.51										-		
<b>Fokker 70 (optional)</b>														
2 x 261.6kN Rolls-Royce Tay Mk620 turbofans														
28.08	5.04	80	38,325	9,640	1,393	1,250	126			462	401	9,871		
30.91	11.54	79/81cm	38,100	13,365	1,540	1,250	119.00			26,000	35,000	2,648		
8.51	17.78	5	35,830		1,762	1,387	320	0.77		2,330	1,425	-		
93.50		12.78	32,655		2,117	1,387	320	0.77				-		
17.40		2	22,784					0.84				-		
		0.51										-		
<b>Fokker 70 (high optional)</b>														
2 x 261.6kN Rolls-Royce Tay Mk620 turbofans														
28.08	5.04	80	40,140	13,365	1,583	1,275	126			462	401	10,890		
30.91	11.54	79/81cm	39,915		1,756	1,275	119.00			26,000	35,000	3,410		
8.51	17.78	5	36,740		2,010	1,417	320	0.77		2,330	1,425	-		
93.50		12.78	33,565		2,510	1,417	320	0.77				-		
17.40		2	22,784					0.84				-		
		0.51										-		
Optional weights: Ramp 41,955kg, MTOW 41,730kg														
<b>Fokker F28 Fellowship Mk4000</b>														
2 x 244kN Rolls-Royce RB.183 Mk555-15P turbofans														
25.07	5.04	85	33,335	9,740	1,678	1,036	134			449	358	10,560		
29.61	10.35	73cm	33,110	13,040	2,037	1,036	125.00			26,000	29,000	1,600		
8.47	16.96	5	31,525		2,535	1,091	330	0.75		2,478	1,553	-		
79.00		13.50	20,125		2,902	1,091	330	0.75				-		
16.00		2	17,565					0.83				-		
		0.51										-		
Take-off ISA +20_C 5,000ft at MTOW of 31,750kg														
<b>Fokker 100 (standard)</b>														
2 x 261.6kN Rolls-Royce Tay Mk620 turbofans														
28.08	5.04	109	43,320	13,365	1,856	1,321	136			456	414	11,242		
35.53	14.01	81cm	43,090		2,307	1,321	128.00			26,000	35,000	2,390		
8.50	20.07	5	39,915	38,780	2,613	1,467	320	0.77		2,650	1,683	1,716		
93.50		16.72	35,835		3,033	1,458	320	0.77				-		
17.40		2	24,593					0.84				-		
		0.51										-		
Take-off ISA +20_C 5,000ft at MTOW of 41,730kg														
<b>Fokker 100 (optional)</b>														
2 x 267.2kN Rolls-Royce Tay Mk650 turbofans														
28.08	5.04	109	44,680	13,365	1,715	1,348	138			462	408	12,013		
35.53	14.01	81cm	44,450		1,891	1,348	130.00			26,000	35,000	2,871		
8.50	20.07	5	39,915		2,652	1,497	320	0.77		2,650	1,683	-		
93.50		16.72	36,740		2,970	1,497	320	0.77				-		
17.40		2	24,727					0.84				-		
		0.51										-		
<b>Fokker 100 (high optional)</b>														
2 x 267.2kN Rolls-Royce Tay Mk650 turbofans														
28.08	5.04	109	46,040	13,365	1,821	1,348	138			462	408	11,993		
35.53	14.01	81cm	45,850		2,012	1,348	130.00			26,000	35,000	3,113		
8.50	20.07	5	39,915		2,830	1,497	320	0.77		2,650	1,683	-		
93.50		16.72	36,740		3,433	1,497	320	0.77				-		
17.40		2	24,747					0.84				-		
		0.51										-		