

# AIRLINERS OF THE WORLD

resulting from hushkitting. The F28 was introduced in 1969. Production ceased in 1987.

Ordered: 241  
Delivered: 241

## FOKKER 70/100

The Fokker 70/100 assembly line should remain open until April 1997, despite the Dutch manufacturer's entry into administrative receivership in March, following cash purchases of an additional nine Fokker 70s by KLM Cityhopper and Vietnam Airlines. Samsung has proposed a rescue plan for Fokker, although this still awaits approval by the South Korean Government.

If Samsung is successful in taking over Fokker, it is understood that the South Korean company will push ahead with development of a 130-seat derivative of the Fokker 100, with a new wing and engines. The upgraded wing would later be used on the Fokker 70/100 as part of a mid-life update.

The Fokker 100 had its maiden flight in November 1986, and Swissair introduced the type into revenue service in March 1988. In March 1995, Indonesia's Sempati Air became the first airline to operate the Fokker 70, which is 4.6m shorter than the Fokker 100.

**Production** — Fokker assembly is undertaken at Schiphol, Amsterdam. A handful of Fokker 70s is in final assembly, although Samsung is proposing to build a further batch if the South Korean Government approves its take-over plan. These would be built for cash buyers which have already signed memoranda of understanding for additional aircraft. In the long term, Samsung envisages a production rate of up to 46 aircraft per year, rising from an initial rate of 20.

Ordered: 362  
Delivered: 315

Dimensions	Landing gear		Accommodation		Weights (kg)		Fuel (litres)	FAR field lengths		Speeds (kt)	Cruise performance		Payload
	Track (m)	Seats	Ramp	Standard	ISA sl	ISA sl		Max cruise speed (kt)	long range speed (kt)		Max (kg)		
Span (m)	Wheelbase (m)	Pitch	Take-off	Optional	ISA+20°C sl	ISA+20°C sl	VAT		Max alt (ft)	at alt (ft)	Range/M (km)	Max (kg)	
Length (m)	Turn radius (m)	Abreast	Landing		ISA	ISA	VNO	MNO	Fuel cons (kg/h)	Fuel cons (kg/h)	Full tank (kg)		
Height (m)					ISA+20°C	ISA+20°C	VMO	Mmo			Range with F (km)		
Wing area (m <sup>2</sup> )		Hold vol (m <sup>3</sup> )	Zero-fuel		5,000ft	5,000ft							
Sweep (°)		Press diff (bar)	Ops empty				VNE	MNE					
<b>Fokker 70 (high optional)</b>													
2 x 62kN 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		35,000	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											
Range with a typical two class load of 79 passengers is 3469km. Optional weights: Ramp 41,955kg, MTOW 41,730kg, increases range with 79 pax to 3774km.													
<b>Fokker 100 (1standard)</b>													
2 x 62kN 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		35,000	35,000	2,390		
8.50	20.07	5	38,780		2,613	1,467	320	0.77	2,565	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. Range with a typical two class load of 107 passengers is 2,387km.													
<b>Fokker 100 (2optional)</b>													
2 x 67kN 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		35,000	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											
Range with a typical two class load of 107 passengers is 2,867km.													
<b>Fokker 100 (high optional)</b>													
2 x 67kN 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		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											
Range with a typical two-class load of 107 passengers is 3,108km.													

## ILYUSHIN

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### IL-62M/MK

Three versions of the four-engined 170- to 195-seat Il-62 were built between 1963 and 1985, before it was superseded by the re-engined Il-62M. All versions were dimensionally identical, with the main differences being in engine type, weight and performance.

While the initial production version was equipped with the Kuznetsov Nk8 engines, the later Il-62M and MK were equipped with the Soloviev D-30KU.

Ordered: 285  
Delivered: 285

### IL-76

The Il-76 was conceived to meet the Soviet air force's requirement for a heavy transport aircraft. The first example of the four-engined high-winged freighter flew in March 1971, and the type entered service in 1974.

Different versions were produced for Aeroflot



The Il-96M prototype is still the only flying example of the PW2000-powered model