

Model	Engines		Max weights (kg)	Fuel (litres)	FAR field lengths		Speeds		Cruise performance		Payload details
	Landing gear	Accommodation			take-off	landing	(kt)	(mach)	Max cruise speed (kt)	Long range speed (kt)	
Span (m)	Track (m)	Seats	Take-off	Standard	ISA sea-level	ISA sea-level	Vno	Mno	Max cruise speed (kt)	Long range speed (kt)	Max (kg)
Length (m)	Wheelbase (m)	Pitch	Landing	Optional	ISA+20°C sea-level	ISA+20°C sea-level	Vmo	Mmo	Max alt (ft)	At alt (ft)	Range with max p/l (km)
Height (m)	Turn radius (m)	Abreast	Zero fuel		ISA 5,000ft	ISA 5,000ft	Vne	Mne	Max cruise fuel cons (kg/h)	Long range fuel cons (kg/h)	Payload with max fuel (kg)
wing area (m ²)		Cabin width	Operating empty		ISA+20°C 5,000ft	ISA+20°C 5,000ft					range with max fuel
notes											
Fokker F28 Fellowship Mk4000											
2 x 44kN Rolls-Royce RB183 Spey Mk555-15P turbofan											
25.07	5.04	85	33,110	9,740	1,678	1,036	330	0.75	449	358	10,560
29.61	10.35	73	31,525	-	2,037	1,036	330	0.75	35,000	29,000	1,600
8.47	-	5	20,125	-	2,535	1,091	390	0.83	2,478	1,553	-
79	-	3.1	-	-	2,902	1,091	-	-	-	-	-
No longer in production											
Fokker 70 (standard)											
2 x 62kN Rolls-Royce Tay 620 turbofan											
28.08	5.04	80	36,740	9,640	1,296	1,210	320	0.77	462	401	9,191
30.91	11.54	79	34,015	-	1,434	1,210	320	0.77	35,000	35,000	2,010
8.51	17.78	5	31,975	-	1,639	1,335	380	0.84	2,330	1,425	-
93.5	-	3.1	22,784	-	1,965	1,335	-	-	-	-	-
Fokker 70 (high weight option)											
2 x 62kN Rolls-Royce Tay 620 turbofan											
28.08	5.04	80	39,915	13,365	1,583	1,275	320	0.77	462	401	10,890
30.91	11.54	79	36,740	-	1,756	1,275	320	0.77	35,000	35,000	3,410
8.51	-	5	33,565	-	2,010	1,417	380	0.84	2,330	1,425	-
93.5	-	3.1	24,747	-	2,510	1,417	-	-	-	-	-
No longer in production											
Fokker 100 (High weight option)											
2 x 67kN Rolls-Royce Tay 650 turbofan											
28.08	5.04	109	45,850	13,365	1,821	1,348	320	0.77	462	408	11,993
35.53	14.01	81	39,915	-	2,012	1,348	320	0.77	35,000	26,000	2,871
8.51	20.07	5	36,740	-	2,830	1,497	380	0.84	2,650	1,683	-
93.5	-	3.1	24,747	-	3,4337	1,497	-	-	-	-	-
No longer in production											

FOKKER 50/60

Developed from the F27 Mk500, the P&WC PW125B-powered, 46- to 58-seat Fokker 50 had its first flight in December 1985, and deliveries began in August 1987. The aircraft features improvements which include an all-new flightdeck with an EFIS, a twin-wheel nose-gear unit and all-composite, six-bladed, Dowty Rotol propellers.

The turboprop formed the basis of Fokker's PropJetLine family of passenger, utility and special-mission aircraft. The most recent vari-

ant was the Fokker 50 High Performance, produced in both passenger and utility versions.

This type, designed for improved hot-and-high operations, is powered by two P&WC PW127Bs, offering 10% more power than that of the standard Fokker 50's PW125Bs.

A utility version of the Fokker 50, the Fokker 60, but with a 1.62m fuselage stretch, was launched in February 1994 for the Royal Netherlands Air Force, which placed orders for four for use as military transports.

Delivered 212

F28

The 65- to 85-seat F28 twinjet was first flown in May 1967, and entered service in 1969. Production ceased in 1987 after 241 aircraft had been delivered. Four basic versions were produced (Mks 1000, 2000, 3000 and 4000), all powered by the R-R Spey Mk555.

Fokker Aviation is studying an R-R Tay 620 re-engineing programme for the F28. The engine was been chosen over the BMW R-R BR710 and GE CF34-8C, and requires a small fuselage plug forward of the wing, to offset the extra weight. The programme is not yet launched, but, if a go-ahead is given soon, the first example could be available for delivery from early 1999.

An ICAO Chapter 3-compliant hushkit for the F28 was proposed by a Fokker/TAT joint venture in 1992, but was shelved because of a lack of orders - the aircraft is exempt from US Stage 3 noise regulations as its MTOW falls below 34,050kg, a limitation which does not apply in Europe.

Delivered 241

FOKKER 70/100

An advanced-technology, R-R Tay 620-powered, development of the F28, the 107-seat Fokker 100 had its maiden flight in November 1986, and Swissair introduced the type into revenue service in March 1988.

The aircraft was progressively developed, with the more powerful Tay 650 being adopted, along with higher weights, and additional fuel capacity.

The 79-seat Fokker 70, which is 4.6m shorter, was first flown in April 1993, and Indonesia's Sempati Air became the first airline to operate the aircraft, in March 1995. The two models were jointly marketed as the Fokker JetLine.

The development of a stretched, 130-seat, derivative with a new wing and engines, dubbed the Fokker 130, had been proposed. This aircraft was central to any take-over talks following the Dutch manufacturer's collapse.

Delivered 226 (including 46 Fokker 70s and 280 Fokker 100s)

HARBIN AIRCRAFT MANUFACTURING COMPANY

Model	Engines		Max weights (kg)	Fuel (litres)	FAR field lengths		Speeds		Cruise performance		Payload details
	Landing gear	Accommodation			take-off	landing	(kt)	(mach)	Max cruise speed (kt)	Long range speed (kt)	
Span (m)	Track (m)	Seats	Take-off	Standard	ISA sea-level	ISA sea-level	Vno	Mno	Max cruise speed (kt)	Long range speed (kt)	Max (kg)
Length (m)	Wheelbase (m)	Pitch	Landing	Optional	ISA+20°C sea-level	ISA+20°C sea-level	Vmo	Mmo	Max alt (ft)	At alt (ft)	Range with max p/l (km)
Height (m)	Turn radius (m)	Abreast	Zero fuel		ISA 5,000ft	ISA 5,000ft	Vne	Mne	Max cruise fuel cons (kg/h)	Long range fuel cons (kg/h)	Payload with max fuel (kg)
wing area (m ²)		Cabin width	Operating empty		ISA+20°C 5,000ft	ISA+20°C 5,000ft					range with max fuel
Y-12-11											
2 x 460kW Pratt & Whitney Canada PT6A 27 turboprop											
17.24	3.6	17	5,300	1,616	425	620	140	-	177	144	1,700
14.86	4.7	79	5,300	-	480	640	-	-	1,000	1,000	757
5.68	14.8	3	4,900	-	525	700	162	-	298	213	1,100
34.27	-	1.46	3,000	-	560	730	-	-	-	-	1,540

HARBIN

Harbin Aircraft Manufacturing, No 15 Youxie Street, PO Box 201, Harbin, Heilongjiang 150066, China; tel: +86 (451) 650 2122, or +86 (451) 650 2061; fax: +86 (451) 650 2061; telex: 87082 HAF CN.

Y-12

The first Y-12 I was flown in 1982, after which the more-powerful Y-12 II, with 462kW P&WC PT6A-27s, flew 1984 and won domestic certification in 1985.

Three models are available: the Y-12 I (Chinese utility interior), the Y-12 II (with a range of Western avionics options), and the updated Y-12-IV with winglets, strengthened undercarriage, and PT6A-27 engines. US certification of the latter was achieved in April 1995.