

**FOKKER**  
SERVICES

# Fokker 70

Low expenses, high capability



Fokker 70  
Aircraft Overview

**Aircrafting**

*Fokker*

### Introduction

The Fokker 70 is basically a shorter fuselage version of a lateproduction Fokker 100. It has more than 95% commonality in terms of line-removable units (LRUs). The Fokker 70 has the same type rating as the Fokker 100 enabling optimum use of flight crews at a minimum cost as well as maximum flexibility in matching seat supply with passenger demand.

Forty-seven Fokker 70s were manufactured in the 1994 – 1997 time frame. The Fokker 70 has been used by fifteen operators world-wide adding to the more than forty operators currently flying the larger Fokker 100.

Full product support is provided by Fokker Services, established in 1996 to continue to support the worldwide fleet of Fokker aircraft for the decades to come. As the Type Certificate Holder for all Fokker aircraft, Fokker Services is in the prime position to provide comprehensive support services to aircraft operators and owners or lessors alike. These services focus on four main activities:

- Technical services,
- Logistic support,
- Component maintenance, repair & overhaul,
- Aircraft maintenance and modifications.

These services may be combined in a Customized Support Program (CSP) to provide cost-effective tailor-made support services to any operator.

### Your needs

The Fokker 70 is a very mature and reliable aircraft and it is optimized for high cycle operations. The total accumulated service experience for the Fokker 70 and Fokker 100 fleets is close to 10 million flight hours and landings. Initial operator experience on the Fokker 100 was incorporated in the design of the Fokker 70. Fokker Services make continuous product improvements based on more recent operator feedback and any new regulations. Typically, most Fokker 70s have flown between 25,000 and 30,000 flight hours and landings, which is only a third of the 90,000 flight hours or design life cycles.

The structure is basically the same as that of the Fokker 100, which has been tested for at least 180,000 landings, ensuring very few structure-related inspection tasks and ADs in the future.

Based on favourable in-service experience many maintenance task intervals are currently in the process of being escalated for reduced maintenance costs.

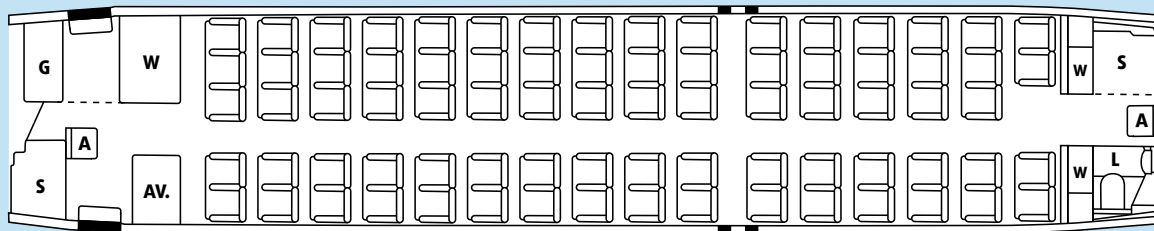
### Your benefits

The compelling economics of the Fokker 100 are based on these qualities:

- Good fuel burn on any stage length thanks to the modern “clean wing” design of the aircraft and efficient Rolls-Royce Tay 620 engines,
- Low navigation and landing fees thanks to the choice of MTOWs and MLWs,
- Low maintenance costs thanks to the mature structure, reliable systems and MSG-3 design,
- Low capital costs,
- Comprehensive airline start-up and recurring support by Fokker Services is available at competitive rates.



# Aircraft Characteristics



## Main features

- Seats up to 80 passengers at 31/31 in pitch
- Low noise modern interior
- Chapter 4/Stage 4 compliant
- Good fuel burn
- CAEP 4 emission levels compliant
- Modern avionics
- Reliable systems and engines
- Excellent economics

## Weights and performance

The Fokker 70 is available with four MTOWs, allowing a maximum range with a full passenger payload of 1,800 nm (3,350 km). The lower MTOWs enable the operator to take advantage of lower weight-related navigation fees and landing charges.

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

The Fokker 70 can optionally be modified for steep approach capability, which enables it to operate from/to London City Airport.

## Payload capability

The maximum capacity is 80 seats at 31/31 in pitch. Many alternative seating arrangements are possible, e.g. a combined mixed class configuration with twelve First and sixty Economy class seats with full hot galleys.

The passenger cabin is spacious and offers over 2m standing height in the aisle. The 5-abreast seating, at typical load factors, offers a wide choice of seating arrangements not encountered on most regional jets. The cabin may optionally be equipped with LED lighting.

The Fokker 70 is equipped with a downward-opening door with integral stairs that are fully jetway compatible, thus enabling maximum operational flexibility.

## Environment

The Fokker 70 complies with ICAO Chapter 3/FAA Stage 3 noise regulations with very wide margins, enabling it to also meet Chapter 4 with a good margin. The aircraft additionally complies with CAEP 4 emission level requirements.



### Modern flight deck

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 most 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), which is coupled to the existing FMC. RNP 0.3 enables shorter routes and optimized approach routings, allowing for shorter approaches and lower decision altitudes. RNP reduces weather-related diversions and yields lower block times and fuel, contributing to the environmental friendliness of the Fokker 70.

### FLYFokker for economic sense

The operation of the Fokker 70 is supported by FLYFokker, our full-service Life Cycle Support program. FLYFokker comprises a package of four solutions: Take Off, Take Care, Take Over and Take Next.

Start-up operators can Take Off with their operation in six weeks instead of typically six months. For mature Fokker operators Take Care is a complete solution to increase Technical Dispatch Reliability (TDR), reduce Direct Operating Cost (DOC) and improve passenger comfort. Operators moving to other aircraft types are supported by Fokker Services in the Take Over of the continued competitive operation of their Fokker fleet. The fourth solution is a package for the mean and lean transfer of aircraft to the next operator, entitled Take Next. Using FLYFokker makes economic sense.

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