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in order to compete with larger regional aircraft such as the Fokker 70/Fokker 100 or the BAe 146 family, and competed later with the Embraer E-Jet family. In 1995, the CRJ-X development was expected to cost C\$300 million (US\$200 million). By 1999, Bombardier had invested C\$650 million (US ... Aircraft Manuals

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Fokker 100 Aircraft Maintenance Manual

Fokker 100 Aircraft Maintenance Manual The avionics shop provides maintenance, repair and overall of the aircraft avionics capability and in accordance with the Component Maintenance Manuals: B737 main battery, Saab 340B main

Fokker 100 Aircraft Maintenance Manual

Fokker 100 Type Training Syllabus A 4 week program designed for the mechanic working on the aircraft. The Fokker 100 ... maintenance practices unique to the aircraft.

Fokker 100

world. As such the Fokker 100 has been certificated for operations based in close to 70 countries. Continued airworthiness of the aircraft is guaranteed by the certificated maintenance program, including up-to-date issues of the Maintenance Review Board (MRB) report, the Aircraft Maintenance Manual (AMM), the Airworthiness Limitations

Fokker 100

Accordingly, in 1997, production of the Fokker 100 was terminated after 283 airframes had been delivered. By July 2017, a total of 113 Fokker 100 aircraft remained in airline service with 25 airlines around the world. Although airlines are currently retiring the aircraft, there are still large numbers in operation in both Australia and Iran.