

# MiniLiner First to Operate Fokker50Freighters

For Immediate Release

With the acquisition of its first two Fokker50Freighters, MiniLiner, celebrating its Silver Jubilee Year, launches a new dimension of easy on/off capability and introduces new cargo logistic solutions to European regional high-frequency, short-haul freight operations.

"The unsurpassed payload range capabilities, performance and unmatched cargo cabin configuration make the Fokker50Freighter an all new-generation cargo-carrying turboprop workhorse to add to our aging fleet of Fokker F27s," says Giuseppe Berlusconi, Chief Executive Officer of MiniLiner.

"Its traditional and well-known technical qualities and superior operational characteristics make the new Fokker50Freighters the yardstick for reliability, economy and durability." FAA and EASA Certificated Two Cargo Doors Concept with Integrated E-class.

"This will allow MiniLiner to focus on serving our cargo markets with highly reliable, sophisticated, and environmentally friendly Fokker50Freighters in the 7-

Schiphol, the Netherlands

to 8-ton cargo segment," Berlusconi continued, "flying a useable volume of some 60 cubic meters in a specially designed E-class configuration."

The large forward cargo door on the Fokker50Freighter permits the loading of very bulky items, while the rear "express" cargo door easily accommodates Euro-pallets. The low floor level makes loading from trucks fast and easy through either cargo door.

**Fokker50Freighter Provides MiniLiner a Competitive Edge**

Competing for air cargo business continent-wide and permitting bulk-, parcels, courier-, postal- or voluminous freight to be shipped by air, the newly designed Fokker50Freighter was specifically selected by MiniLiner to introduce and build a new high-frequency, short-haul cargo feeder "bus" services network. The Fokker50Freighter's unique "multi-hop" capability provides a powerful operational competitive edge for MiniLiner, replacing cumbersome and time-consuming transportation by road.

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Another competitive edge for the Fokker50Freighter is that it is independent from airport ground support and facilities. It can operate from relatively short runways, offering field performance even under extreme runway conditions, and it is able to operate from almost any airfield. There is no need for additional ground loading equipment since all doors are at truck-bed level, reducing through stops to an absolute minimum.

"Furthermore," added Giuseppe Berlusconi, "the Fokker50Freighter's low noise footprint ensures community acceptance and schedules to potentially smaller, noise-sensitive local communities."

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