

The possibility of an EFB on the Fokker 50 & Fokker 100.
“Save weight, cost and time and get everything right”

From now on, you can enter your Fokker 50 or Fokker 100 cockpit and be sure that everything is right, before you leave. Receive your flight briefing, update charts and manuals wireless.

Route your flight, file your flight plan, while already in your pilot seat is reality. That has been the dream of the future, but happening today.

Your EFB will also compute your best settings, save you time, engine stress, money and fuel. It will also improve safety and situation awareness preventing runway intrusions because it has moving maps. It can also show the cabin viewed from tiny cameras, for your safety and relay images to the ground in case of hijacking.

There is no room to build experience on errors. That is why WIAT BV decided to start a business relationship with SAT-WAY the company which spent the efforts of its twenty years telecommunication experienced team to build rock solid wireless transmissions technology. It can endorse the charts update responsibility, failure free.

As to the EFB, WIAT is proud to announce that SAT-WAY has developed a unit based on an industrial computer, manufactured at high production standards but at low cost. It has been modified by SAT-WAY to be fully compliant with Aviation Regulations.

SAT-WAY set up a collaboration with JEPPESEN to supply and update all chart products at the best airtime rate. Paperless cockpits cannot survive without a reliable and automatic data transmission system. Wherever in the world the aircraft go, hitting whatever mobile network, its universal interface will find telecommunication and even select the most cost effective. Air time cost reduction in telecommunication has been their talent for two decades.

Telecommunication links can be used for many other purposes, such as

- ✓ ACARS like messaging
- ✓ Aircraft status reports
- ✓ Electronic logbooks
- ✓ Manual updates
- ✓ ECTM (Engine Condition Trend Monitoring)
- ✓ Maintenance logbooks like HIL (Hold Item List)
- ✓ Buckle & Dent reports
- ✓ W/B (Weight & Balance)



1. The paperless cockpit moved from myth to reality

SAT-WAY developed a new EFB enabling EASA and FAA operational approval for worldwide paperless cockpit operation on any type of aircraft. Its outstanding screen readability under every flight condition, cost and its ergonomic cockpit integration outperforms any competitor.

Retrofitting any aircraft is easy and SAT-WAY's class 2 will send and receive all ACARS like messages, transmit flight data logs, aircraft status and condition information, load sheets and logbooks, and display as moving map the aircraft position. All aircraft and company manuals and all check lists are available within seconds. Affordable STC's if not available yet, will be applied for any type of aircraft.

2. EFB Class 2 for Commercial Aviation on the Fokker 50 & 100

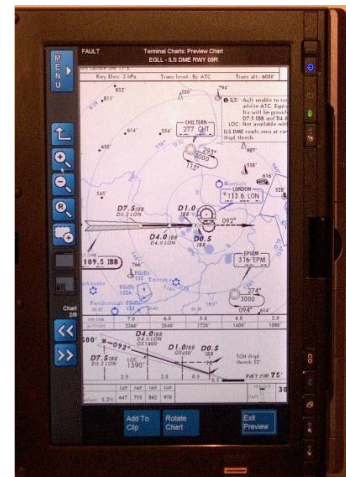
The Class 2 EFB is the SAT-WAY strongest product in the market as its price is only a fraction of any competitor alternate solution. No one has a better value for that money.

STC's are available or started for any aircraft type SAT-WAY has an order for. So far, they cover many types of aircraft from CESSNA, BOMBARDIER, DASSAULT, BOEING, EMBRAER, EUROCOPTER and AIRBUS. SAT-WAY is becoming a OEM supplier to most of them as well.

STC's are available or in progress for most popular types of aircraft, whereas the combination of WIAT and SAT-WAY is prepared to introduce this EFB Class 2 also on the Fokker 50 & 100.

Technical Specifications

CPU	Intel® Core™2 Duo ULV U7600 (1.2GHz)
MEMORY	SDRAM 2GB
CONNECTORS	2x USB 2.0 - 1x Modem RJ-11 - 1x LAN RJ-45 Audio-in (line-in / microphone) Audio-out (line-out / headphone)
NETWORKS	Modem on board 56K V.92 modem MDC1.5 1 LAN on board built-in 10/100/1000 Mbps Marvell 88E8055
WIRELESS	Dual band diversity antenna Intel® PRO/Wireless Intel® 3945ABG WiFi certified Integrated UMTS (HSDPA 7.2 Mb/s, HSUPA 1.8 Mb/s) Also supported are GPRS and EDGE Bluetooth 2.0 integrated, with separate antenna
SIZE	240 x 195 x 30 mm
KEYBOARD	83 keys, 16mm pitch, Touchstick, Fingerprint sensor
GRAPHICS	8.9-inch TFT WXGA / 1280 x 768 pixel Size 238 x 165 x 15 mm Weight 950 gram
HDD	(internal) 64 GB SSD
POWER SUPPLY	28 VDC 1 A. Special aviation design.
INSTALLATION	Yoke mounting arm available per type of aircraft Panel mounting arm adapted to each type of aircraft



3. The Central Communication Unit (CCU)

On top of all functions in the CSU (Central Synchronisation Unit), Commercial aviation want to maintain any aircraft in best condition to meet tight schedules needed to keep operations in profitable area. Preventive maintenance is a key factor but requires almost real time aircraft data transmission and analysis.

The SAT-WAY Central Communication Unit (CCU) analyze all ARINC 717 and 429 data in flight as they come in. Should a threshold number be overwritten, an immediate warning is sent to maintenance in order to prepare timely action before the aircraft lands. The CCU in not only a communication tool capable addressing any mobile network on hearth but it is also an Active Quick Access Recorder, guarantying the download of 100% of data to maintenance. Non relevant data will be archived immediatly needing no human manipulation.

But the CCU is also capable to catch Short Messages transmitted by passengers on their mobile phones in the cabin and transmit them to the ground. This becomes a profitable business for the airline and a new source of revenue. The very moderate investment in the hardware offers a short return time on investment.

Technical Specifications

Compatible with all world mobile networks
Arinc 429/717+ 10 high and low speed channels
32 discrete ports
ARINC 600 connector
SMS server capacity

4. The Central Synchronization UNIT (CSU)

Commercial and business aircraft operations want to know the status of their aircraft accurately anytime. Charts and manuals should be permanently updated without human intervention. In flight, crew should benefit from ACARS like service without the cost regularly invoiced for that service. In a paperless cockpit, pilots should be able to swap charts display anytime.

That is exactly what the SAT-WAY Central Synchronization Unit (CSU) covers.

Technical Specifications

Compatible with all world mobile networks
3G, WIFI and bluetooth, ACARS like service, SMS server capacity
COMPLIANCE DO160 D
SERIAL PORT - DS1 Software selectable EIA-232/422/485
Full modem and hardware flow control
50bps to 230Kbps for EIA-232
Customizable baud rate support for unique speed requirements
Up to 230Kbps for EIA-422/485
DB25M, DB25F, DB9M or RJ45 connectors



The Final Question:

“What needs to be done when I want to make use of an EFB and ACARS on my Fokker Aircraft?”

Well, Ton Ledegang one of the Directors of WIAT BV, spend many time together with SAT-WAY during 2006 to get the SAT-WAY EFB/ACARS certified on the Fokker 50.

VLM Airlines was in that time willing to make 1 Fokker 50 Aircraft available and together with Fokker Services the right position in the cockpit was found and evaluated in order to start further detail Engineering.

Despite these efforts, the remainder of this process still needs to be done.

Now 2009, knowing that SAT-WAY is the established provider of an EFB/ACARS solution with their latest applications on the CRJ1000 as well as the Embraer Legacy, the time is right to make this also an solid application on the Fokker 50 & 100.

When you are interested please let us know by return e-mail on info@wiat.nl

We as WIAT and SAT-WAY will take care for the proper measurements and not disappoint you.

We wish you many happy landings

Ton Ledegang.

Haarlem August 2009



For more information see also:

EASA – JAA Leaflet TGL no. 36 on

<http://www.jaa.nl/secured/Operations/Public%20Documents/TGLs/TGL%2036.pdf>

FAA Advisory Circular AC91-78 on

<http://www.skybrary.aero/bookshelf/books/591.pdf>

FAA Advisory Circular AC120-76 on

[http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/b5de2a1cac2e1f7b86256ced00786888/\\$FILE/AC%20120-76A.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/b5de2a1cac2e1f7b86256ced00786888/$FILE/AC%20120-76A.pdf)

WIAT B.V.

- ✓ Office & Warehouse next to Schiphol Airport.
 - ✓
 - ✓ Aircraft Lease Management
 - ✓ Aerospace Consultants
 - ✓ STC Management & Services
 - ✓ EFB introduction Management & Services
- ✓ Spare parts provider for the Fokker Aircraft F27, F28, F50, F70 and F100.
 - ✓ Over 5.000 different part numbers on stock.

- ✓ The Marketing & Sales Organization for
 - Aeroworks Composites for all Fokker Aircraft Interior repair & refurbishment and
 - Condor-FAST Fokker 50 & 100 Aircraft Passenger Seat Manufacturers.

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