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Hi. I thank you for this opportunity as a private citizen to comment on this most important rule-making. Modern twin engine aircraft seeking FAA ETOPS certification, and the 14CFR121 operators seeking same, have been severely hampered by outmoded regulations having their basis in piston engine technology. While I support this NPRM, I am compelled to point out it does not go far enough. Aircraft such as the B-777 noted in the NPRM have more than fifty years technological advancements over the aircraft the two engine rules were made for. FAA must step up, and bring up to date the regulations, or it will continue to hamper U.S. airlines, exports, and technological advancements.

It has been well publicized that the highly subsidized European entity Airbus is against this NPRM. Perhaps it is because they do not have the confidence in their twin engine aircraft, or, more likely, they seek a marketing advantage for their A340 series. Their viewpoint must be defeated.

In all of the years of Boeing ETOPS flights, the number of diversions or turn backs due to engine difficulty is statistically insignificant. Indeed, a four engine aircraft is more likely to suffer an engine difficulty than a two or three engine aircraft.

I fully support the extension of ETOPS to this 207 minute rule, and further encourage the FAA to bring the regulations in line with modern technology. The B-777, or any modern ETOPS certified Boeing type, should be allowed to fly free and as far and as long as it may take (though generally much faster and more economically than the Airbus offerings).

If you have any questions, please call or E-mail.

Sincerely,

wk

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