

Docket No. FAA-1999-5401 Comment on nprm 99-02 by Fokker Services

Dear Sir,

On October 18, 1999 Fokker Services submitted comment by e-mail on the proposal referred above. However, at present, this comment is not included in the docket file at the DMS website (<http://dms.dot.gov/>). (Maybe our e-mail got lost in cyberspace).

Please find attached a copy of the original Fokker Services comment.

Best regards

Henk G. Benckhuijsen
Fokker Services, Airworthiness Office

To: 9-NPRM-CMTS@faa.gov
cc:
Subject: Comment on NPRM 99-02

Hereby we submit our comment on NPRM 99-02:

"Fokker Services as TC-holder for the Fokker F27 and F28, all Types and Versions, fully supports the intent of the actions as brought forward in Notice of Proposed Rulemaking 99-02.

Although the rules as proposed correctly do not contain any reference to one of the Fokker products as aircraft for which a supplemental inspection program must be established which should be based on damage tolerance principles, we want to point out that in the justification of the rules as published in the NPRM on two occasions a Fokker product has been mentioned. This at least suggests that the existing structural inspections would not be adequate to comply with the rules as proposed. Please be informed that the existing SIP for F27 and SIP for F28, as referred to in both the RLD TCDS and the FAA TCDS of the products involved, are both based on the damage tolerance principles as introduced in FAR 25 at Amendment 25-45 and on FAA AC 91-56.

Therefore Fokker Services believes that for Fokker aircraft no additional actions are necessary to bring the prescribed published structural inspections in line with the rules as proposed."

Regards,

Harry Buimer
Fokker Services
Airworthiness Office