

Our Obsolescence Management doesn't mean much.

Absolute zero tolerance

Introduction

Obsolescence is the non-availability of parts due to discontinued production.

Aircraft are designed and built for longevity and might have a much longer life cycle than some of the parts within. Being the Type Certificate Holder and fullservice provider for all Fokker Aircraft, it is essential that we have a comprehensive component obsolescence management, to create solutions for parts obsolescences and ensure continued competitive operation of your aircraft until 2030 and beyond.

'Aircrafting', a vision that is not obsolete.

We understand that all parts of an aircraft are connected and that the replacement of one component can have a catalyst effect on an entire system. At Fokker Services obsolete component issues are not a concern they are common sense. We follow a strict, preventive course of actions, creating innovative, cost effective solutions that guarantee our customers continued, competitive operation.

The 'Obsolescence Work Team.'

Within Fokker Services we have embedded a multi-disciplinary Obsolescence Work Team; put in place to research and analyse component production trends and to road map any developing technologies in order to detect these so called 'endangered' products.

Having gathered the information, the team can go in search of fast, flexible, cost effective solutions, solving the issue before the operator knows that he has one.

Your Needs.

Are you in search of an organization dedicated to the successful operation of its customers? We promise to stay one step ahead of the rest to keep you in the air.

Your Benefits.

With Fokker Services you benefit from an organization accustomed to dealing with obsolescence on a daily basis. We make pro-active, informed decisions and our technologies ensure continued, safe and efficient operation. Having successfully solved in excess of 1000 obsolescence cases in 2010, our track record speaks for itself.



Our approaches

- **Last time buy from the supplier**
We invest in supplier relationships to obtain their product life cycle information and be warned of production discontinuance. This gives us the possibility to do a last time buy for a particular production volume.
- **Buying on the second hand/surplus market**
Although most obsolete parts are scarce on the second hand market, it is worth finding and obtaining them. If necessary, we have capacity and capability to re-certify non-traceable parts.
- **Re-sourcing parts at alternative manufacturers**
If the original supplier does not manufacture a part anymore, we may opt to find alternate sources either in-house or elsewhere. Re-sourced parts will have exactly the same form, fit and function as the original.
- **Development of PMA parts**
We have the capability to approve existing PMA parts or develop new ones to prevent problems caused by obsolete parts.
- **Development of repair strategies**
In some cases it will be more cost effective to develop a repair procedure, rather than to replace the part.
- **Component redesign**
A component can be redesigned using alternative extruding materials, forgings, castings and composites. Over the last years, more than 65% of obsolescence cases were solved by re-engineering existing parts.
- **Redesign of an aircraft system**
If no alternative can be found for a single product or component, we have the capacity and capabilities to re-engineer the aircraft system involved.

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