



Dutch Safety Board
Lange Voorhout 9
2514 EA The Hague
The Netherlands

Subject: Report 'Aborted takeoff from taxiway, Boeing 737-800, Amsterdam Airport Schiphol'

Dear Secretary Director Carol A.J. Verheij

With reference to the letter sent in May 2022, regarding the Report 'Aborted takeoff from taxiway, Boeing 737-800, Amsterdam Airport Schiphol', IATA wishes to recognize the Dutch Safety Board and its members for their continuous work to improve the safety performance of the aviation sector. We would also like to thank you for including the industry in your recommendations, allowing us to suggest effective ways of leading to safer operations.

Regarding your recommendation to IATA: "**The International Air Transport Association** Encourage the members of IATA to replace or upgrade their existing cockpit voice recorders currently in use to accommodate for a storage capacity of at least 25 hours on aeroplanes with a certified maximum takeoff mass of more than 27,000 kg and with a certificate of airworthiness issued after 31 December 2001." , we wish to assure you that the issue of the use of the wrong surface (Taxiway, Runway or Airport) for take-off or landings, is taken very seriously. IATA and other industry partners have worked diligently in the recent past to ensure that our airline members and the industry are aware of its risks and look into the best industry practices and guidance material to mitigate them.

As such, we have included the use of the wrong surface and referenced relevant safety enhancement material, in our public Safety Risk Management Framework. You can find this information on our website, at: [IATA - Safety Risk Management Framework](#) . On the website, we recommend that the industry take advantage of the recommendations put forward by the United States CAST, under safety enhancement SE231, SE 233 and SE 235, documents that were developed in a collaborative effort between the FAA and the aviation industry, where IATA took part.

Regarding your recommendation of upgrading existing cockpit recorders to increase their recording capacity in aircraft built after 2001, this goes beyond the ICAO standard of forward fit as of 2022. IATA worked carefully with ICAO in the production of this Standard and concluded that the added value of retrofitting for increased recording capacity, to achieve this goal, is not warranted. IATA also believes that industry efforts should be focused on the prevention of such events (through the implementation of the safety enhancements previously mentioned, plus the new ones included in your report), and that the use of other sources of safety data, such as FDM, pilot reports, ATC reports and recorders, will compensate for possible gaps in voice recorder availability.

Again, thank you for your letter and for always considering IATA as your safety partner to promote the best industry standards to the aviation industry.

Yours sincerely,

Michael Comber, Director, Member & External Relations - ICAO