

15 December 2021
66-ZB-H200-ASI-19248

[REDACTED]
Dutch Safety Board
P.O. Box 95404
2509 CK Den Haag
The Netherlands
[REDACTED]



Subject: Response to Safety Recommendation - Jet Airways 777-300ER VT-JEW Tail Strike at Takeoff at Amsterdam - 21 April 2017

Reference: (a) Dutch Safety Board Final Report published 15 October 2020
(b) Letter 66-ZB-H200-ASI-19200, 13 Jan 2021, Boeing to DSB, same subject

Dear [REDACTED]

The Dutch Safety Board (DSB) published one safety recommendation addressed to Boeing as part of the reference (a) final report. Boeing provided our initial responses to the DSB in the reference (b) letter. Please find enclosed our updated response to the safety recommendation that describes the status of our evaluation.

The information included with this correspondence is controlled under the US Export Administration Regulations (15 CFR Parts 300-799) and has been categorized as ECCN: 9E991.

Please feel free to contact us if you have any questions.

Best regards,

A handwritten signature in blue ink that reads "Robert J. McIntosh".

Robert J. McIntosh
Director, Product Safety

Enclosure: Response to Safety Recommendation - Jet Airways 777-300ER VT-JEW Tail Strike at Takeoff at Amsterdam - 21 April 2017

cc: [REDACTED] – US Accredited Representative, NTSB

Response to Safety Recommendation - Jet Airways 777-300ER VT-JEW Tail Strike at
Takeoff at Amsterdam - 21 April 2017

The Dutch Safety Board therefore issues the following recommendations:

To The Boeing Company:

For the existing and future commercial aeroplanes, to research on and develop an independent onboard system that detects gross input errors in the process of takeoff performance calculations and/or alerts the flight crew during takeoff of abnormal low accelerations for the actual aeroplane configuration as well as insufficient runway length available in case of intersection takeoffs.



Updated Boeing Response:

Development of the Takeoff Performance Alert (TPA) feature noted in the reference (b) letter is ongoing and engineering simulator evaluations are underway. Further testing and evaluation of the TPA function will continue into 2022. Boeing will provide an update to the DSB on development progress by 31 Dec 2022.