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The Boeing Company
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20 December 2024
66-CB-H220-ASI-19386

[REDACTED]
Dutch Safety Board
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The Netherlands
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Subject: Response to Safety Recommendation - Jet Airways 777-300ER VT-JEW Tail Strike at Takeoff at Amsterdam - 21 April 2017

References: (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
(c) Letter 66-ZB-H200-ASI-19248, 15 Dec 2021, Boeing to DSB, same subject
(d) Letter 66-ZB-H200-ASI-19281, 20 Dec 2022, 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 and updated responses to the DSB in the reference (b), (c), and (d) letters. 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,

[REDACTED]
Stella Weidner
Director, Product Safety

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

cc: Dan Bower – 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 referenced (b), (c), and (d) letters is ongoing and engineering evaluations continue. Further testing and evaluation of the TPA function will continue into 2025 that takes into consideration possible regulatory mandates and industry Minimum Operational Performance Standards (MOPS) under development. As such Boeing will provide an update to the DSB on development progress by 31 Dec 2025.