



## Directoraat-Generaal Rijksluchtvaartdienst

Directie Luchtvaartinspectie

To  
Boeing Commercial Airplane Group  
attn. Mr. John W. Purvis  
Director Air Safety Investigation  
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Contact	Telephone
Henk N. Wolleswinkel	+31 2503 - 63215
Date	Enclosure(s)
4 January 1995	--
Our reference	Your reference
LI.95.900004	B-U01B-14845-ASI
Subject	
Recommendations Accident Investigation Board, El-Al accident.	

Dear John,

First of all my best wishes again for 1995. I hope it will be a healthy safe and prosperous year.

The reason for this letter is that our minister of Transport has to respond to the recommendations of the Accident Investigation Board with regard to the El-Al accident around the middle of February. In an interim report which was issued on July 14 she gave already a rather extensive expose of the state of affairs at that moment in time. In the middle of February the minister has to provide the final conclusions with regard to the recommendations. Dictated by law this has to be done within a year after the issuance of the accident investigation report. I am charged with the preparations of these final responses to the recommendations.

As it stands now, I plan to add your extensive letter of July 14, 1994, B-U01B-14845-ASI as an appendix to the response document. It would be helpful however if you could provide me an update before the first of February. This will enable me to incorporate it in the final report from the minister to the Board and the Parliament.

I would be grateful if you could address the following questions:

- Recommendation 4.1  
How is the Nacelle Strut Structural Modification Program going? Did the modification program start already? What is the present planning for the fleet as a whole?
- Recommendation 4.2  
What is the present planning for the fatigue test? Did it start already? Are there any results? When will it be terminated?
- Recommendation 4.3  
How far is the update of the SSID for other Boeing models completed already?



- Recommendation 4.4  
There is a relation with recommendation 4.1.  
Are the present methods reliable enough to guarantee the integrity of the structure as long as the pylon has not been modified?
- Recommendation 4.5  
Is there any experience already with the Airplane Safety Awareness Process?
- Recommendations 4.6, 4.7, 4.8, 4.9, 4.10, 4.11, 4.12  
If there is any further information it would be nice, but it is not necessary; the present information is satisfactory.
- Recommendation 4.13  
Are there any new developments, in particular in relation to the availability of solid state recorders that do meet EUROCAE EC-56-A.
- Recommendation 4.14  
Is there any further information on external cameras?

With regard to the format of your response, I would appreciate very much if you could send me an updated version of your letter of July 14. If that is not practicle I also can handle an addendum to the letter. The really critical issue is that I receive your response in time, which means around the first of February.

Thanking you in advance for your cooperation,

with kind regards,

Henk N. Wolleswinkel  
Director

c.c. NTSB, Bob Benzon  
FAA, Tom McSweeny