



**Tim Keating**  
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Miguel Israel  
Committee on Infrastructure and Water Management  
Office of Secretary-General, International and Spatial Committees  
Binnenhof 1a  
2513 AA Den Haag

Dear Mr. Israel,

Thank you for your invitation for Dave Calhoun to appear before the standing committee on Infrastructure and Water Management of the Dutch House of Representatives, regarding the Dutch Safety Board (DSB) investigation of the 2009 Turkish Airlines Flight 1951 accident at Schiphol.

The thoroughness and integrity of accident investigations are critical for safety, and the success of such investigations requires Boeing and other manufacturers to work collaboratively with the investigating authorities, as happened in the Turkish Flight 1951 accident investigation. The DSB conducted the investigation in accordance with the guidelines set down in ICAO Annex 13, which called for the participation of the U.S. NTSB representing the State of Design and Manufacture of the airplane. The NTSB, in turn, appointed technical advisers, including from Boeing, to ensure that the DSB would have the support of necessary subject matter experts. As a technical adviser to the NTSB, Boeing provided extensive technical support to the investigation, consistent with the prescribed Annex 13 process followed in almost every accident investigation.

The NTSB represents the United States in this state-to-state inquiry and in all investigative matters related to Annex 13 accident investigations. We understand that the NTSB does not plan to participate in this roundtable and, given Boeing's role as an NTSB technical adviser, we will follow the lead of the NTSB and not attend the roundtable.

Sincerely,

A handwritten signature in blue ink that reads 'Tim Keating'. The signature is fluid and cursive, with the first name 'Tim' being larger and more prominent than the last name 'Keating'.

Timothy J. Keating  
Executive Vice President, Government Operations  
The Boeing Company