



May 14, 2021

**IN REPLY REFER TO:
L-175-21-044**

Jennifer Rodi
Deputy Regional Chief
National Transportation Safety Board
4760 Oakland Street, Suite 500
Denver, Colorado 80239

**RE: 2017 Beechcraft B300; Serial number: FL-1091; REG: N534FF
Location: Addison, TX; D/A: 06-30-19
NTSB report number: CEN19MA190**

Dear Dr. Rodi,

Thank you for the opportunity to comment during the notation process.

Your recent e-mail requested that Textron Aviation clarify the position presented between technical review comments (L-175-20-077) and the submission letter (L-175-20-083). As written in your e-mail "Textron requested that the paragraphs that discussed proprietary information be removed." This statement is not accurate. The letter (L-175-20-077) stated the following: "While Textron Aviation has no objection to the report, including the paragraphs discussing some of the parameters and data from certification testing, we do maintain that the reports themselves are proprietary and for that reason request that they not be included in the public docket." The following TAI engineering reports were shared with the NTSB to assist in the investigation: 101E1833, 300E119, 300E124, 300E144 and 300E180F. Each report is directly related to aerodynamic, flight and certification testing for the B300. It is Textron Aviation's position that these engineering reports should not be included in the public docket due to their proprietary nature.

Additionally, Textron Aviation provided the NTSB with calculated takeoff performance data for the accident aircraft in the over maximum gross takeoff weight condition. The takeoff performance section was omitted from the Performance Study. In its party review status, the performance study included take-off performance data calculated at 15,000 lbs. This calculation did not accurately capture the loading of the accident aircraft. Textron Aviation requested that it be corrected to reflect the performance at the over gross configuration, and calculated data was provided to the NTSB by Textron Aviation. Rather than correct the take-off performance data to accurately reflect the accident aircraft's weight, it appears the entire section was deleted.

Thank you for your consideration of these points, which Textron Aviation believes are important to the production of a thorough and accurate final report.



If further assistance is required, please contact me or another member of our Air Safety Investigations Department.

Sincerely,

[REDACTED]

Jennifer D. Barclay
Air Safety Investigator

Textron Aviation – Dept. 175

Office: [REDACTED]
[REDACTED]