

From: [REDACTED]
Subject: RE: [External] RE: UPDATE: N39TT; NTSB Investigation
Date: Monday, October 16, 2023 10:20:39 AM

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The only criteria that needs to be met on this particular model of Astra is the throttles at idle. They are not dependent on any WOW switches. The WOW switches have been tested however with no anomalies.

From: Aaron Sauer [REDACTED]
Sent: Monday, October 16, 2023 8:23 AM
To: Candline, Keith [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: FW: [External] RE: UPDATE: N39TT; NTSB Investigation

Hello All,

Honeywell has a couple additional questions regarding the investigation, in addition, provided a summary of the DEEC report that I will be including in the NTSB report.

FAA, Gulfstream, and N-Jet – could you address Honeywell’s questions:

1. What is the airframe’s criteria for a TR deploy?
2. Were those conditions met?
3. Have the WOW squat switches been tested?

Honeywell’s DEEC report summary:

- Analysis of the DEEC data indicated that both engines were rotating, operating, and responding to power lever inputs throughout the flight and accident sequence. As a retrofit DEEC installation, WOW and TR deployment are calculated determinations based on data obtained by the DEEC rather than discrete inputs. In this case, DEEC logic requirements for TR deployment indication were not met. Nor were N1, N2, PLA, or ITT increases observed. Typical thrust reverser usage is evidenced by an increase in PLA, N1, N2, and ITT, in addition to the TR deployment indication.

Please advise when time permits.

Best,