

# RECOMMENDATIONS

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## **EASA is recommended:**

1. To prioritise the development of specifications and the establishment of requirements for Onboard Weight and Balance Systems (RMT.0116).
2. To, in cooperation with other regulatory authorities, standardisation bodies, the aviation industry and airline operators, start the development of specifications and the establishment of requirements for Take-off Performance Monitoring Systems without further delay.

## **The operator is recommended:**

3. To perform periodic risk assessments and to implement mitigating actions on the identified hazards of the complete flight preparation process. These periodic risk assessments should include, but not be limited to:
  - Manual load and balance and performance procedures<sup>1</sup>
  - Take-off or landing data card (bugcard)
  - EFB (hardware, software, procedures and alternatives)
  - Risks of take-off thrust reduction versus the achieved cost benefits
4. To provide simulator training for non-standard situations that require additional thrust during the take-off roll.

## **The Lisbon Airport management is recommended:**

5. To rename the take-off positions, in accordance with the ACI recommendation.

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<sup>1</sup> Although the manual load and balance procedure and the manual performance calculation procedure have been replaced by the EFB, they still serve as back-up procedures in case the EFB is unserviceable. As such these procedures should be reviewed accordingly.