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Head of Safety Intelligence & Performance
Department

Mr Stephan Berndsen,
Investigation Manager
Dutch Safety Board (DSB)
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NETHERLANDS

MCO/SSH/SM1.2
Cologne, Germany

Subject: Safety recommendation related to the event involving the Boeing 737-800, registered PH-BXG, on 10/06/2018, at Amsterdam Airport Schiphol, Netherlands

Dear Mr Berndsen,

Please find enclosed the European Union Aviation Safety Agency's response with reference to the Safety Recommendation addressed to the Agency following the event mentioned above.

Yours sincerely,



Erick Ferrandez

Copy: Flight Standards – Air Operations & Aerodromes Department
Certification Director
Flight Standards Director
Strategy & Safety Management Director

Subject: Boeing 737-800 – registered PH-BXG, on 10/06/2018, at Amsterdam Airport Schiphol, Netherlands

Reply to Safety Recommendation NETH-2022-002 received on 18/05/2022

<p>Safety Recommendation:</p>	<p>EASA to recommend to operators and their flight crews to allow for a stationary moment when calculating, checking and entering takeoff performance data in case of last minute changes and implement this advice as recommended practice in guidance material, Safety Information Bulletin 2016-02R1 and other safety promotion material.</p>
<p>Intermediate response:</p>	<p>In addition to the actions taken by the European Union Aviation Safety Agency (EASA) as described in the subject accident investigation report, EASA has published, in February 2020, an article entitled “Erroneous Take-Off Performance Data” which includes a video to raise awareness about the risk of erroneous data entry (See EASA web site link: https://www.easa.europa.eu/erroneous-take-performance-data)</p> <p>The video outlines five key practices that flight crews are recommended to follow to reduce the likelihood of entering erroneous take-off data; in particular, point 1: “Give yourself enough time to perform calculations and enter data into the Flight Management System; beware of distractions”. One way to achieve this, especially to avoid distractions, could be for the aircraft to be stationary when performing the calculations, as described in this safety recommendation.</p> <p>The article on the EASA web site was further promoted in July 2020 with a blog article on the EASA Together4Safety Air Operations Community site: (https://www.easa.europa.eu/community/topics/erroneous-data-parameters). It was also shared with EASA’s collaborative partners, and EASA understands that several airlines have already shared this material with their flight crews.</p> <p>Before recommending to operators and their flight crews that the aircraft should be stationary when calculating, checking, and entering take-off performance data in case of last-minute changes, EASA intends to fully consider any associated additional hazards that this might generate, considering, as a minimum, human factors and crew resource management aspects. Therefore, the proposal will be added to the ongoing work on the “Best Intervention Strategy” (BIS) for “Erroneous take-off Parameters” under SI-0015 “Entry of aircraft performance data” in the Commercial Air Transport (Aeroplanes) Safety Risk Portfolio. It should be noted that the referenced BIS was</p>

	initially established to consider technical solutions to prevent take-off with erroneous take-off parameters.
EASA Status:	Open