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Department

2018(D)52380
MCOL/RBE/SM.1
Cologne,

08. JUNI 2018

Dutch Safety Board (DSB)
Mr Kas Beumkes
Senior Investigator
P.O. Box 95404
2509 CK Den Haag
THE NETHERLANDS

Subject: Safety recommendations related to the event to BOEING - 737 registered XX-XXX, on 18/09/2014, at Groningen Airport Eelde, EHGG - Netherlands and to the event to BOEING - 737 registered XX-XXX, on 03/12/2015, at Lisbon Airport, LPPT - Portugal

Dear Mr Kas Beumkes,

Following the Safety Recommendations mentioned above addressed to the European Aviation Safety Agency, please find thereafter the Agency's response.

Yours sincerely,



Erick Ferrandez

Copy: Certification - Cert. Policy & Safety Information
Certification Director
Flight Standards Director
Strategy & Safety Management Director

Subject: BOEING - 737 registered XX-XXX, on 18/09/2014, at Groningen Airport Eelde, EHGG – Netherlands and BOEING - 737 registered XX-XXX, on 03/12/2015, at Lisbon Airport, LPPT - Portugal

Reply to Safety Recommendation NETH-2018-001 received on 13/03/2018

Safety Recommendation:	To prioritise the development of specifications and the establishment of requirements for Onboard Weight and Balance Systems (OWBS) (RMT.0116).
Intermediate response:	<p>The European Organization for Civil Aviation Equipment (EUROCAE) working group (WG-88) was requested to perform a review of the currently available technology to evaluate the feasibility of developing standards for On-Board Weight and Balance Systems (OBWBS).</p> <p>During the first phase, WG-88 (with participation of the Agency) concluded that standardisation of specifications is feasible and recommended use of OBWBS. However, the associated report also mentions that some operators of such systems had reported discrepancies between on-board measured results and flight crew primary weight and balance computations, which led some operators to deactivate the system.</p> <p>Nevertheless, it is recognised that OBWBS technologies have evolved, and, although some are promising in terms of accuracy and reliability, they are still not fully mature.</p> <p>WG-88 deemed it feasible to develop a Minimum Operational and Performance Specification (MOPS) for OBWBS as far as it may be developed without being technology-specific.</p> <p>In 2016, WG-88 started to work on a second phase with the drafting of a MOPS. The Agency is still involved in this group. The direction currently being taken by WG-88 for fixed-wing applications is a MOPS for a secondary OBWBS, i.e. a system that displays information on the mass and the centre of gravity and which the flight crew can use to check the values used for the computation of the take-off performance parameters (thrust/power and reference speeds). The final MOPS is expected to be issued by the end of 2018.</p> <p>The Agency has included a rulemaking task RMT.0116 entitled 'Real weight and balance of an aircraft' in the European Plan for Aviation Safety (EPAS) 2018-2022. The objective of this task is to consider requiring commercial air transport aeroplanes to be equipped with an OBWBS. The WG-88 work, including the MOPS will be taken into</p>

	account, and a regulatory impact assessment will be performed to compare the expected safety benefits brought by an OBWBS against its costs and other potential impacts.
EASA Status:	Open

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